

A Review of the Vehicle Inspection Procedures of the Driver and Vehicle Licensing Agency and Driver and Vehicle Licensing Northern Ireland

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SUMMARY

1. The Driver and Vehicle Licensing Agency (DVLA) and Driver and Vehicle Licensing Northern Ireland (DVLNI) have the right to inspect any vehicle for the purpose of identifying it and ensuring that the details held on DVLA and DVLNI's records are accurate.
2. The purpose of this consultation is to canvas the opinion of those whose vehicles may be subject to an inspection. It is our intention to review the inspection processes in order to establish best practice, and to ensure that the processes meet the needs of customers and stakeholders.
3. Your views are sought on the circumstances in which an inspection is appropriate, what the inspection should look at, and also who should carry out the inspection.
4. **Please note, this consultation has now closed.**

John I Davies
Vehicle Policy Group
Swansea Vale 2
DVLA
Longview Road
Morrison
SWANSEA
SA6 7JL

INTRODUCTION

5. DVLA/DVLNI may inspect any vehicle to ensure it is what it claims to be and to ensure that the records held at DVLA/DVLNI are accurate. Vehicle inspections are an important part of the work carried out by DVLA and DVLNI. However, because of the changing requirements of DVLA/DVLNI's business following recommendations from the Vehicle Crime Reduction Action Team (VCRAT) and Modernising Vehicle Registration Implementation Board (MVRIB), along with the introduction of the Vehicle Identity Check (VIC) Scheme, the quality and quantity of the inspections carried out by DVLA/DVLNI (and, in some cases, by the Police and Vehicle and Operator Services Agency (VOSA) on our behalf) need to be reviewed.

6. A vehicle inspection is carried out for a variety of reasons and the diversity of vehicles presented for inspection and the differing circumstances that demand the inspection in the first place must be taken into account.

7. The review will therefore consist of 3 distinct areas of work:

A. Those categories that are currently subject to inspections:

- Q Registration Marks;
- Imported vehicles;
- The registration of rebuilt vehicles, vehicles without identity, radically altered vehicles, reconstructed classic vehicles, kit cars and kit conversions;
- Vehicle Identification Check (VIC) Scheme (which is administered by VOSA);
- Cherished Transfers;
- V765 scheme (The registration of Historic Vehicles);
- 1st Registration where a Dating Certificate is submitted as evidence of the date of manufacture.

B. Those categories that may require inspections but are not currently subject to inspections i.e. Change of vehicle classification/ tax class.

C. Any other inspection requirements that the consultation may identify.

BACKGROUND

8. DVLA/DVLNI are responsible for the accuracy and administration of the vehicle records in the UK. Vehicle inspections are carried out to ensure that;

- the vehicle details accurately reflect the vehicle presented for registration or cherished transfer,
- the documentation presented at registration refers to the actual vehicle being presented for registration or cherished transfer.

9. Vehicle inspections are currently carried out by DVLA/DVLNI Local Office's (LO's) and, in some instances, the Police or VOSA on DVLA/DVLNI's behalf. The category of inspection is dependent on the transaction being carried out. For instance;

- an imported vehicle is inspected to establish that the vehicle details (Vehicle Identification Number, make and model) correspond to the documentation provided at registration;
- A vehicle involved in a Cherished Transfer is inspected to ensure that the donor vehicle (the vehicle that the registration mark is currently assigned to) is entitled to hold that mark;
- A rebuilt vehicle is inspected to ensure that there is enough of the original vehicle incorporated in the rebuild for it to retain its original mark;
- A vehicle which has been involved in an accident and is subject to a VIC – this scheme is administered by VOSA;
- A vehicle without identity is inspected by the Police, on DVLA's behalf, to establish if the vehicle has been stolen or if the vehicle's identity can be established.

10. Your comments are invited on how we can improve the inspection procedures, and the processes that lead to an inspection.

11. The current procedures are outlined in the following pages.

Q Registration Marks

12. Where there is doubt about the origin, age or identity of a vehicle a Q registration mark is issued. Q registration marks were introduced following wide consultation with the Police, Motor Trade, Salvage Industry, and other interested parties. Although seen by many vehicle enthusiasts as a seal of disapproval, since their inception, in 1983 in GB and 1990 in NI, the Q registration mark has proven to be a useful consumer protection aid. The display of a Q registration mark is a visible sign to a prospective purchaser of a vehicle's uncertain history.

13. Vehicles which are found to be 'Cut and Shut' are automatically Q registered.
14. A Q registration mark may only be removed if it was allocated because proof of the age of the vehicle was not available at the time of registration but has since been provided. Otherwise it remains with the vehicle until it is scrapped or exported.
15. The objective of the inspection for this category of vehicle is to allow a vehicle to be registered when there is insufficient evidence of its origin, age and/or identity, whilst providing consumer protection.
16. We would like your views on
 - i. Whether the current system meets its objectives; if not
 - ii. Whether you consider that vehicles of indeterminate origins should or should not be registered?
 - iii. How would you like to see the inspection process of vehicles of indeterminate age/origin/identity changed?
 - iv. What level of service you would want to see provided?
 - v. Who you would like to see provide this service?
 - vi. How you would improve the level of service?
 - vii. Who you consider should bear the cost of the inspection?

Permanently Imported Vehicles

17. A vehicle imported into the UK for use on the public road must be licensed and registered immediately after its arrival and before it is kept or used on a public road. The vehicle must be in the UK and available for inspection before an application to register and license is made. Permanently imported vehicles are currently inspected by DVLA/DVLNI to establish the vehicle's category as well as its identity.
18. The registration process consists of an inspection of the documentation, an EUCARIS (European Vehicle and Driving Licence Information System) or Interpol check and a physical inspection of the vehicle. Currently ten percent of imported vehicles are physically inspected. The physical inspection consists of a check of the mileage, confirmation of the chassis number, make, model and colour of the vehicle. An age- related mark will be allocated in GB or a current series mark in NI. However, if there is any doubt to the authenticity of the vehicle or the documentation presented at registration a Q mark will be allocated.
19. The objective of the inspection for this category of vehicle is to establish that the vehicle being presented for registration is that previously originating from abroad.
20. We would like your views on

- i. Whether the current inspection process meets its objective; if not
- ii. How would you like to see the process changed?
- iii. What level of service you would want to see provided?
- iv. Who would you like to see provide this service?
- v. How would you improve the level of service?
- vi. Whether you would be prepared to pay a fee for an inspection? If not;
- vii. Who you consider should bear the cost of the inspection?
- viii. Whether all used imported vehicles should be inspected?
- ix. Whether all imported vehicles should be inspected?

Procedures for the Registration of Rebuilt, Radically Altered Vehicles, Kit and Kit Converted Vehicles and Reconstructed Classics

21. Before a vehicle is kept or used on a public road it must be properly licensed and registered. When a vehicle is first registered, DVLA/DVLNI allocates a registration number which remains with the vehicle until it is broken up, destroyed, permanently exported or transferred to another vehicle. However, a vehicle may need to be rebuilt and this can call the identity of the vehicle into question.
22. Since 1994 DVLA's information leaflet, INF 26, has provided guidelines for the registration of rebuilt, radically altered vehicles, kit and kit converted vehicles and reconstructed classics and the procedures referred to in the following paragraphs are applicable throughout the UK. The procedures were established after full consultation with the Police, Motor Industry and other interested parties and the current practices have evolved over a number of years.
23. The scheme has worked reasonably well over the years. However, changes in manufacturing practices and the introduction of new legislative requirements including the introduction of the Vehicle Identity Check (VIC) Scheme means that some of the current procedures may no longer be relevant.

24. The objective of the current 'INF 26' procedures is to establish if the vehicle being presented for inspection is the original vehicle or if it has been altered to such an extent that the identity has been lost. The current inspection procedures rely on both an inspection of the documentation, such as the registration certificate, receipts for parts, and an inspection of the vehicle. DVLA and DVLNI generally relies on the integrity of the vehicle's keeper to detail the components or kit used in the vehicle build, when deciding which registration is retained or allocated to a particular vehicle.

25. In assessing the vehicle, the inspector must decide whether the vehicle is a rebuilt vehicle, a radically altered vehicle, a kit or kit conversion, a reconstructed classic or a vehicle without identity. Each of these categories has individual requirements and these are given in the following pages.

26. However, consideration also has to be given to vehicles which have been seriously damaged and have been subject to an insurance claim. Since the introduction of the VIC scheme by VOSA in April 2003 these vehicles are subject to an inspection. There are some differences between DVLA's procedures and the VIC procedures and these are dealt with in paragraph's 33-39.

Rebuilt Vehicles

DVLA's Current Procedures

27. A rebuilt vehicle may keep its identity provided it retains enough of the original components, including the unmodified or new chassis/monocoque bodyshell. It must also contain at least two major components from the original vehicle. The major components are regarded as the suspension (front and back), axles (both), transmission, steering assembly, engine. If a second hand or modified chassis/monocoque bodyshell is used a Q registration mark will be issued and the vehicle will be subject to one of the following depending on the vehicle type;

- Enhanced Single Vehicle Approval (ESVA), (ESVA is not yet available in NI and if a vehicle requires ESVA it must be tested outside NI)
- Single Vehicle Approval (SVA), or
- (in NI) a Department Approval Certificate (DAC)

28. Likewise, a motorcycle may keep its original registration mark providing it retains the original or new, unmodified frame and two major components i.e. forks, wheels or engine/gearbox. If a second hand or modified frame is used the vehicle will be allocated a Q registration mark and Motorcycle Single Vehicle Approval (MSVA) will be required.

29. The DVLA/DVLNI Vehicle Inspection Officer also considers the information provided by the applicant, on the pre-inspection report, V627/1, when inspecting the vehicle.

30. One of the drawbacks of the current system is that generally, other than the chassis/monocoque bodyshell/frame and the engine, the major components of the vehicle are not marked by the manufacturer.

31. The objective of the inspection for this category of vehicle is to establish if the rebuilt vehicle contains enough of the original vehicle to retain the original registration mark.

32. We would like your views on

- i. Whether the current system meet its objective; if not
- ii. How you consider the current procedures can be improved?
- iii. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- iv. Whether you regard the current use of two major components as relevant?
- v. Whether you consider, in the case of rebuilt motorcycles, that the engine and gearbox should be regarded as two separate components?
- vi. How you would like to see rebuilt vehicles assessed?
- vii. Whether you consider that the Vehicle Registration Certificate should be annotated to indicate that a vehicle has been accident damaged?
- viii. Whether you consider that, in the interests of road safety, all amateur rebuilt vehicles should be subject to ESVA/SVA/MSVA/DAC (in NI)?
- ix. Who do you consider has the expertise to inspect rebuilt vehicles?
- x. Who should bear the cost of the inspection?

VOSA's Vehicle Identity Check (VIC) Scheme

33. The VIC scheme is a compulsory identity check, carried out by VOSA, of any car or tricycles which has been 'written off' as category A, B or C salvage by an insurer following accident damage and which is subsequently repaired for road use. The check also applies to scrapped cars with third party insurance.

34. The scheme was introduced primarily to deter vehicle crime. In particular, to help prevent criminals from stealing cars and passing them off as repaired accident damaged.

35. The VIC seeks to ensure that the vehicle presented for inspection is that recorded on DVLA's vehicle register. The vehicle examiner looks for evidence of repaired damage and to this end will compare the vehicle presented for inspection to the Insurance Company's inspection report. A check is also made to ensure that the vehicle specification is the same and that the identification plate/number is the original rather than a substitute.

36. Once VOSA is satisfied that the vehicle is the original a certificate is issued to the customer which allows them to register the vehicle. As a consumer protection aid any subsequent Vehicle Registration Certificate is annotated "The vehicle has been substantially repaired and/or accident damaged".

37. However, not all vehicles are accepted through the VIC scheme. For instance, if a vehicle has been re-shelled with a new bodyshell (from the manufacturer) and the VIN is therefore not visible/available or has been stamped by someone other than the manufacturer, or, if a vehicle has been radically altered from its original specification, it is rejected from the VIC scheme and is referred to DVLA. The vehicle is then subject to DVLA's INF 26 procedures. However, it cannot retain its original identity irrespective of how much of the original vehicle is used in the rebuild.

38. The objective of the VIC scheme is to ensure that vehicles which have been written off by an insurance company, or declared "scrapped" by their owners due to accident damage, and are subsequently repaired/rebuilt for road use are the vehicle they purport to be and not a vehicle that has been stolen.

39. We would like your views on

- i. Whether the VIC scheme meet its objective; if not
- ii. How you consider the current scheme can be improved?
- iii. How you would like to see accident damaged vehicles assessed?
- iv. Who do you consider has the expertise to inspect accident damaged?
- v. Whether you consider that, in the interests of road safety, all accident damaged vehicles should be subject to ESVA/SVA/MSVA/DAC (in NI)?
- vi. How do you consider re-shelled vehicles should be assessed?
- vii. Whether you consider that vehicles which have been rejected from the VIC scheme should be allocated alternative age-related registration marks? If so
- viii. Do you consider that the vehicle record and the Vehicle Registration Certificate should be annotated to show that the vehicle has been involved in an accident?
- ix. Who should bear the cost of the inspection?

Radically Altered Vehicles

40. Radically altered vehicles are vehicles that have been substantially altered from their original specification, but are not kit conversions.

41. Although their appearance is different from the original they may still qualify to retain their original registration marks. The vehicle components used from the original vehicle are allocated a numeric value and provided the vehicle scores eight points or more it will retain its original mark.

42. The point system is weighted as follows; the original or new (direct replacement from the manufacturer) unmodified chassis/monocoque bodyshell has a value of 5, the suspension (front and back) 2, axles (both) 2, transmission 2, steering assembly 2, engine 1.

43. If the original registration mark is retained, the vehicle registration document is amended to record the vehicle's new description but SVA is not required. If the vehicle is assessed as being a different vehicle the only option is to allocate a Q registration mark and the vehicle will be subject to one of the following depending on the vehicle category:

- Enhanced Single Vehicle Approval (ESVA), (ESVA is not yet available in NI and if a vehicle requires ESVA it must be tested outside NI)
- Single Vehicle Approval (SVA), or
- (in NI) a Department Approval Certificate (DAC).

44. There are drawbacks with the current system in that a vehicle may retain its original mark even though it may show no resemblance to the original specification and that generally, other than the chassis/monocoque bodyshell/frame and the engine, the major components of the vehicle are not marked by the manufacturer.

45. The objective of the inspection for this category of vehicle is to establish if the radically altered vehicle contains enough of the original vehicle to retain the original registration mark.

46. We would like your views on

- i. Whether the current system meets its objective; if not
- ii. How would you like to see these vehicles assessed?
- iii. Whether you consider that a vehicle whose appearance has changed from its original specification should retain its original registration mark?

- iv. Whether you consider that, in the interests of road safety, all radically altered vehicles should be subject to ESVA/SVA/MSVA/DAC (NI)?
- v. Who do you consider should carry out an inspection of such vehicles?
- vi. How do you consider the current procedures can be improved?
- vii. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- viii. Whether you regard the weighting values assigned to the vehicle components to be relevant?
- ix. Whether you would be prepared to pay for the service? If not;
- x. Who do you consider should bear the cost of the inspection?

Kit Built Vehicles

47. Kit built vehicles are made from all new parts supplied by the kit manufacturer. Applicants must provide documentary evidence from the manufacturer that the components supplied are new.
48. Following representation from the kit manufacturers, and after an earlier review, a concession was agreed to allow the use of one used component, reconditioned to an 'as new' standard. It was intended that this component would be the engine to assist with the authenticity of replica vehicles. However, evidence suggests that other reconditioned components are being used as part of the build.
49. Subject to the provision of satisfactory receipts and a Certificate of Newness from the manufacturer, the vehicle will be allocated a current registration mark. However, if receipts are not available or DVLA/DVLNI is not satisfied that the kit or the 'as new' component is new a Q registration mark will be issued.
50. The completed vehicle must undergo type approval prior to registration and the level of approval (SVA/ESVA/MSVA/DAC) will depend on the vehicle type.
51. The objective of the inspection for this category of vehicle is to establish if the vehicle is a new, kit built vehicle.
52. We would like your views on;
- i. Whether the current system meets its objectives; if not
 - ii. How do you consider the current procedures can be improved?
 - iii. How would you like to see these vehicles assessed?
 - iv. Whether you regard the allowance of the 'as new' component as still being relevant?
 - v. Whether you consider that the 'as new' component should only be allowed if an authentic reproduction is not available?
 - vi. What components do you consider should be allowed for this purpose?
 - vii. Whether you consider the examination of the documentary evidence an important part of the inspection process?
 - viii. Who do you consider should carry out an inspection of kit built vehicles?
 - ix. Whether you would be prepared to pay for the service? If not;
 - x. Who do you consider should bear the cost of the inspection?

Kit Conversions

53. Kit Conversions are registered vehicles whose general appearance have changed from the original specification when a kit of new parts is added to the existing vehicle or old parts are added to a kit comprising of a manufactured body/chassis/monocoque bodyshell.
54. There is a legal requirement to notify DVLA/DVLNI of any major changes to a vehicle's description and the registration document/certificate must be returned in order that the vehicle record is amended to reflect the changes made to the vehicle.
55. The Kit Conversion category has been reviewed several times in recent years following representation from the kit industry. There are three distinct routes for vehicles classed as Kit Conversions, those that retain the donor registration mark, those that are allocated age-related registration marks and those that are allocated Q registration marks. Whilst the GB and NI schemes are generally similar there are differences and these are outlined in paragraphs 59 to 62. It should also be noted that GB has a requirement to issue age-related registration marks, whilst NI issue current series registration marks.
56. A vehicle will retain the donor registration mark if either the original unmodified chassis or unaltered monocoque bodyshell and two other major components from the donor vehicle are used in the construction, even though the completed vehicle has no resemblance to the original vehicle. As the original vehicle record is retained the vehicle is not subject to ESVA/SVA/MSVA/DAC (NI).
57. The inspection of kit converted vehicles relies not only on the visual inspection but on the production of documentary evidence such as receipts from the manufacturer, the vehicle registration certificate/registration document and the applicants pre-inspection report.

58. The objective of the inspection for this category of vehicle is to establish if the kit converted vehicle contains enough of the donor vehicle to retain the original registration mark.

59. We would like your views on;

- i. Whether the current system meets its objectives; if not
- ii. Whether you consider that a vehicle which bears no resemblance to the original vehicle should retain the donor registration?
- iii. How would you like to see these vehicles assessed?
- iv. How you consider the current procedures can be improved?
- v. What components do you consider to be major components?
- vi. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- vii. Whether you consider that a vehicle which has been rebuilt to such an extent that the description on the vehicle record must change and is usually amateur built should be subjected to ESVA/SVA/MSVA/DAC (NI)?
- viii. Who you consider should carry out an inspection of kit converted vehicles?
- ix. Whether you would be prepared to pay for the service? If not;
- x. Who you consider should bear the cost of the inspection?

60. Where two major components from a donor vehicle are used, along with a new monocoque bodyshell or chassis from a specialist kit manufacturer or an altered/modified monocoque/chassis from an existing vehicle, an age-related registration number will be assigned.

61. Due to new legislative requirements and changes to the DVLA computer system, modifications have been made in the way kit converted vehicles are assessed and in the way the new information is recorded on DVLA's vehicle records. There are, however further differences in the way DVLA and DVLNI register kit conversions.

DVLA

62. DVLA assigns the registration number based on the age of the donor vehicle. However, the vehicle is regarded as being first registered in its new identity and, depending on the vehicle type, ESVA/SVA/MSVA will be required to register. The applicant must also submit the registration certificate for the donor vehicle, receipts from the manufacturer and a pre-inspection report.

63. As the vehicle is regarded as newly built, the original date of manufacture is no longer relevant to the kit-converted vehicle and the date of manufacture will change to the date the vehicle build was completed. For consistency this is regarded as the date of the ESVA/SVA/MSVA test. Therefore, if the donor vehicle had been eligible for Historic Vehicle tax exemption the exemption will not apply to the new vehicle.

64. The age related mark assigned to the vehicle in these cases is issued on a non-transferable basis. This does not prevent a registration mark being transferred onto the vehicle. However, because the completed vehicle comprises new and old parts the normal Cherished Transfer rules may be compromised. Vehicles which are allocated an age-related registration mark based on the donor vehicle are not allowed to accept the transfer of a mark which makes the vehicle appear newer than it is, even though the vehicle record shows a current date of manufacture.

65. The objective of the inspection for this category of vehicle is to establish if the age-related registration mark accurately reflects the age of the vehicle.

66. We would like your views on;

- i. Whether the current system meets its objectives; if not
- ii. Whether you consider that a vehicle which bears no resemblance to the original vehicle should retain the donor registration?
- iii. Whether you consider that, in the interests of road safety, all vehicles which are rebuilt, kit built or kit converted as an amateur build should be subject to ESVA/SVA/MSVA?
- iv. How you would like to see these vehicles assessed?
- v. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- vi. Whether you consider that a vehicle which has been rebuilt to such an extent that the description on the vehicle record must change should be subjected to ESVA/SVA/MSVA?
- vii. Whether you consider that a vehicle which has been newly constructed should be allocated a registration mark based on two components from the original vehicle?
- viii. Whether you consider that a vehicle which is made from parts, all of which are not new, should be allocated a Q registration mark?
- ix. Who you consider should carry out an inspection of kit converted vehicles?
- x. Would you be prepared to pay for the service? If not;
- xi. Who do you consider should bear the cost of the inspection?

DVLNI

67. The registration system in NI is not age-related and, as such, NI does not have a supply of age-related registration marks. A weighting system similar to that outlined for radically altered vehicles is applied in evaluating

kit conversions in NI. If the vehicle retains a weighting value of 8 points it will retain the original mark and type approval will not be required.

68. If the vehicle does not gain the required 8 points but has a new bodyshell/chassis and two major components the vehicle will be allocated a current mark and one of the following is required to register;

- ESVA,
- SVA,
- MSVA or
- (in NI) DAC.

69. The objective of the inspection for this category of vehicle is to establish whether the current system of allocating a current registration mark to a vehicle which has been built from parts, not all of which are new, or, may not have all originated from the same donor vehicle, meet its objectives in reflecting the age of the vehicle.

70. We would like your views on;

- i. Whether the current system meets its objectives; if not
- ii. Whether you consider that a vehicle which bears no resemblance to the original vehicle should retain the donor registration?
- iii. Whether you consider that, in the interests of road safety, all vehicles which are rebuilt, kit built or kit converted as an amateur build should be subject to ESVA/SVA/MSVA/DAC?
- iv. How would you like to see these vehicles assessed?
- v. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- vi. Whether you consider that a vehicle which has been rebuilt to such an extent that the description on the vehicle record must change should be subjected to ESVA/SVA/MSVA/DAC?
- vii. Whether you consider that a vehicle which has been newly constructed should be allocated a registration mark based on two components from the donor vehicle?
- viii. Whether you consider that a vehicle which is made from parts, all of which are not new, should be allocated a Q registration mark?
- ix. Who do you consider should carry out an inspection of kit converted vehicles?
- x. Would you be prepared to pay for the service? If not;
- xi. Who do you consider should bear the cost of the inspection?

71. In both GB and NI where there are insufficient parts from a donor vehicle, or in cases where the original registration is not known, the vehicle will be allocated a Q registration mark and the completed vehicle must undergo type approval prior to registration. The level of approval (SVA/ESVA/MSVA/DAC) will depend on the vehicle type.

72. The objective of the inspection for this category of vehicle is to allow the registration of a vehicle when there is insufficient evidence of the vehicles origin, age and/or identity, whilst providing consumer protection.

73. We would like your views on;

- i. Whether the current system meet its objectives; if not
- ii. Whether you consider that vehicles of indeterminate origins should or should not be registered?
- iii. How you would like to see the inspection process of such vehicles changed?
- iv. What level of service you would want to see provided?
- v. Who you would like to see provide this service?
- vi. How you would improve the level of service?
- vii. Whether you would be prepared to pay for the service? If not;
- viii. Who you consider should bear the cost of the inspection?

Reconstructed Classics

74. The category of Reconstructed Classics was introduced by DVLA following the 1994 review of the rebuilt, radically altered and kit vehicle procedures (INF 26) and was intended to support the restoration of classic vehicles. DVLNI do not allocate age-related registration marks and vehicles constructed in this manner are allocated Q registration marks.

75. Where there is sufficient evidence of the original identity of a vehicle, it may retain its original mark if the application is supported by documentary evidence and is authorised by one of the historic vehicle enthusiast clubs.

76. However, there may be instances when a vehicle has been built as a faithful reproduction of a classic vehicle, using parts which have been sourced from more than one vehicle.

77. In order to qualify for registration as a Reconstructed Classic, the completed vehicle must comprise of all genuine period components, of the same specification, all over 25 years old. The vehicle is allocated a non-transferrable, (this does not prevent a registration mark being transferred onto the vehicle) age-related registration

mark and the date of manufacture is based on the youngest vehicle component. The vehicle will qualify for exemption from vehicle excise duty if the components were manufactured prior to January 1973.

78. The historic vehicle enthusiast clubs play an important part in this process as they have to verify that all the components used in the build are over 25 years old and are of the correct specification.

79. The Reconstructed Classic category generally relies on the honesty of the applicant and the integrity of the enthusiast club in allowing these vehicles to be registered with an age-related mark rather than a Q registration mark. The vehicles are not physically inspected by DVLA.

80. The objective of the inspection for this category of vehicle is to allow vehicles which are built from parts and purport to be 'classic' to be registered, whilst providing consumer protection.

81. We would like your views on

- i. Whether the current system meet its objectives; if not
- ii. Whether you consider that a vehicle constructed from parts from more than one vehicle should be registered as a classic vehicle?
- iii. Whether you consider that, in the interests of consumer protection, the registration certificate should be annotated to reflect that the vehicle has been made from used parts?
- iv. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- v. Whether 'reconstructed classic' vehicles should be inspected?
- vi. Who would you like to see provide this service?
- vii. Whether you would be prepared to pay a fee for an inspection? If not;
- viii. Who do you consider should bear the cost of the inspection?
- ix. Whether you consider that a vehicle which is newly built from used parts, all of which are over 25 years old, should be subject to ESVA/SVA/MSVA?
- x. Whether you consider that a vehicle which has been newly constructed should attract the 'Historic Vehicle' excise duty?
- xi. Whether you consider that the criteria for accepting components which are proven to be over 25 years old should be consistent with the criteria for the Historic Vehicle taxation class i.e. that all the components be manufactured prior to January 1973?
- xii. Whether you consider that reconstructed classics should be able to receive marks in a cherished transfer or assignment?

Cherished Transfers

82. Registration numbers are assigned by the Secretary of State as part of the basic registration and licensing process which is required by law. A registration number is a unique means of identifying a vehicle, primarily for taxation and law enforcement purposes and registration numbers are not items of property in their own right.

83. A registration number normally remains with the vehicle until it is broken up, destroyed or sent permanently abroad. However, with the widespread interest in personalised registration numbers, special facilities are provided for those motorists who wish to transfer their vehicles' registration numbers.

84. Attractive registration numbers can fetch large sums of money so the transfer arrangements are carefully controlled to protect against abuse. Only extant vehicles that are registered, that are currently licensed, that are subject to an annual roadworthiness test and available for inspection, may take part in a transfer. These measures have proved to be effective in reducing any abuse of the system.

85. The transfer of registration numbers from and to non-testable vehicles such as tractors was stopped in 1983 following a review of the cherished transfer scheme. Spurious claims attempted to link valuable numbers to vehicles in such poor condition that many were little more than unidentifiable pieces of machinery. This made it impossible to verify that the numbers claimed rightly belonged to the particular vehicles. Ministers therefore concluded that only licensed vehicles subject to annual test could participate in the transfer scheme.

86. While donor vehicles need to be currently licensed to participate in a cherished transfer, applications to transfer marks from unlicensed vehicles will still be considered as long as the vehicle licence expired no more than six months before the date of the application. This ensures that the vehicle has been subject to testing in the last eighteen months and will therefore not have deteriorated to such a degree that the vehicle's entitlement to the registration mark is difficult to identify during inspection.

87. The inspection is intended to ensure that the donor vehicle (the vehicle that the registration mark is currently assigned to) is entitled to hold that mark. The inspection consists of both a visual inspection of the vehicle and an inspection of the vehicle record and the accompanying documentation.

88. There are, however, concessions that allow for cherished transfers when a vehicle has been stolen, seriously damaged or burnt out. In order for a stolen vehicle to qualify, it must be recorded as stolen by the police and DVLA, one year must have lapsed since the vehicle was stolen, and the vehicle must have been able to meet the requirements of the cherished transfer scheme at the time of the theft.

89. In order to qualify for the concession when a vehicle has been seriously damaged or burnt out, the vehicle must have been able to meet the requirements of the cherished transfer scheme at the time the damage occurred. Burnt out vehicles are not inspected by the Agency and it is not always possible to inspect seriously damaged vehicles. In these cases, the engineer's report completed on behalf of the insurance company is requested.

90. However, the six-month licensing rule means that applications to transfer registration numbers from donor vehicles that have been unlicensed for longer than six months are refused. They are refused even where the vehicle keeper has complied with the legal requirement to notify Statutory Off Road Notification (SORN) and the vehicle is available for inspection.

91. The objective of the inspection for this category of vehicle is to confirm that a vehicle is entitled to the registration mark it displays and therefore consequently to allow a Cherished Transfer of that registration mark.

92. We would like your views on

- i. Whether the current system of inspection meets its objectives; if not
- ii. What you expect from an inspection?
- iii. Who you would like to carry out the inspection?
- iv. Whether you would be prepared to pay for the service? If not;
- v. Who do you consider should bear the cost of the inspection?
- vi. Whether you would like to see both the donor and the recipient vehicles inspected?
- vii. Whether you consider the examination of the documentary evidence an important part of the inspection process?
- viii. How you would change the process of transferring registration numbers?
- ix. Whether you would like to see a relaxation of the licensing requirement to allow vehicles that have been unlicensed for longer than six months into the transfer scheme?
- x. If so, what time period would you consider suitable?
- xi. Whether you would like to see the licensing requirement removed altogether?
- xii. What measures you would like introduced in place of the licensing requirement to protect against abuse?
- xiii. Whether you consider unlicensed vehicles for which SORN has been declared should be allowed to participate in the transfer scheme?
- xiv. Whether you consider that non-testable vehicles should be allowed to participate in the transfer scheme? If so;
- xv. What measures would you introduce to protect against abuse?
- xvi. Whether you consider that registration marks registered to stolen/seriously damaged/burnt out vehicles should be allowed to participate in the transfer scheme? If so;
- xvii. Why do you consider that these vehicles should be allowed to participate?

V765 Scheme (which reunites historic vehicles with their original registration marks)

93. In 1982, the decision was made to close the register to the conversion of all the manual records in existence before the creation of DVLA computer records. This involved the transfer of the manual details of any existing vehicle not registered onto the DVLA computer. This applied mostly to old vehicles, or those vehicles which had not been used on the public road for a number of years. A deadline of November 1983 was set for keepers of vehicles not already recorded by DVLA to apply to register their vehicles.

94. In 1990, following representation from the historic vehicle associations, DVLA introduced the V765 registration scheme. This scheme was intended to reunite historic vehicles with their original registration marks. At the time it was envisaged that the number of 'old' vehicles being presented for registration would decline. However, there is evidence that a substantial number of 'old' vehicles are still being registered each year. Current volumes confirm that in excess of 1000 applications are made annually to reunite historic vehicles with their original registration marks.

95. A similar scheme was introduced in NI in 1998. All applicants who apply have their vehicle inspected by an authorised club. The clubs charge a standard rate of £40 per inspection for non-members and £30 for members. DVLNI take into consideration the clubs comments but ultimately the final decision lies with them.

96. The continued interest in the registration of historic vehicles has been matched by a growth in the number of authorised clubs and it has become obvious that there is a disparity of knowledge and expertise between clubs. DVLA and the Federation of British Historic Vehicle Clubs (FBHVC) regularly review the administration of the V765 scheme. It has been suggested that in future authorised enthusiast clubs would be required to inspect each vehicle they recommend to DVLA to ensure that the vehicle is a complete entity. The inspection could be carried out by a nominated club member on behalf of the club. However, the club signatory would still be responsible for inspecting the documentary evidence and for approving the application.

97. The objectives of the V765 scheme is to reunite historic vehicles with their original registration marks.

98. We would like your views on;

- i. Whether you consider that the objective of the scheme is met; if not
- ii. Whether you consider that DVLA should still reunite vehicles with their original registration marks 21 years after the register was closed?
- iii. Whether you consider that the documentary evidence required to prove entitlement to an original mark is the important part of the process?
- iv. Whether every vehicle should be inspected?
- v. Who you would like to carry out the inspection?
- vi. Whether you would be prepared to pay for the service? If not;
- vii. Who do you consider should bear the cost of the inspection?
- viii. What measures you would like introduced to protect against abuse?

1st Registration where a Dating Certificate is submitted as evidence of the date of manufacture

99. Following concerns expressed by the Police, DVLA intends to carry out a review of the dating certificate procedures in the UK. This review is independent of this inspection review because it is an administrative process. However, the outcome may suggest that all vehicles being presented for first registration, supported by a dating certificate, be inspected.

Your comments are welcomed on this issue and will be considered when the internal dating certificate review is carried out.

Vehicles which are not currently subject to inspections but which may be considered

100. We would ask you to consider vehicles which are not currently subject to inspection but due to changes in, for instance, taxation class, should be inspected to ensure that they comply with current legislative requirements i.e. type approval requirements.

101. DVLA/DVLNI are aware of instances where;

- exemption from ESVA has been claimed due to modification for disabled use at first registration. The vehicles are subsequently 'unmodified' and reclassified but may not comply with the type approval requirements;
- modifications being made to, for instance, a 4x4 or a van prior to first registration which indicate that the vehicle has been converted to a motor caravan, ambulance or other vehicle which will require the standard SVA rather than the enhanced. These modifications are often temporary fittings and are removed prior to the vehicles sale;
- where the seating capacity changes from that quoted at first registration, for instance limousines which have been standard SVA tested (and therefore claim 8 seats or less) and the registration certificate is subsequently returned to DVLA/DVLNI for amendment claiming 10 seats, which changes not only the category of vehicle but the taxation class and the testing requirements, and therefore the safety standards, or where individuals notify changes to the number of seats in their vehicles which renders them exempt from congestion charges in London;
- vehicles which are initially registered as off road but which are subsequently licensed for road use.

102. Your comments are welcomed on which vehicles you would regard relevant for inclusion to this category.

Any other inspection requirements that this consultation may identify

103. Please take this opportunity to tell us of categories of vehicles you consider should be inspected, who you consider should inspect them and how you would like to see these vehicles assessed.

A Summary of the Main Questions of the Consultation

104. It is DVLA's intention to review the inspection processes with the aim of establishing Best Practice in those instances where vehicles need inspecting. Your views are sought in identifying where inspections are required, the content of the inspections (including the processes) and who should perform the inspections.

Category A

105. We would like your views on ;

Q Registration Marks

- Whether the current system meets its objectives in allowing vehicles to be registered when there is insufficient evidence of the vehicles origin, age and/or identity, whilst providing consumer protection?

Imported Vehicles

- Whether the current inspection process meets its objective in identifying that the vehicle being presented for registration is that previously originating from abroad?

Rebuilt Vehicles

- Whether the current system meets its objective in identifying that the rebuilt vehicle is the original?

Vehicle Identity Check (VIC) Scheme

- Whether the VIC scheme meets its objective in identifying that a vehicle which has been involved in an accident or declared “scrapped” by its owner and is subsequently repaired/rebuilt for road use is the original vehicle.

Radically Altered Vehicles

- Whether the current system meets its objective in identifying that enough of the original vehicle is retained?

Kit Built Vehicles

- Whether the current system meets its objectives in identifying a vehicle as kit built?

Kit Conversions (using a kit of new parts and two major components from a donor vehicle)

- Whether the current system meets its objectives in identifying a kit converted vehicle as the original vehicle?

Kit Conversions (using a new monocoque bodyshell/chassis or an altered/modified monocoque bodyshell/chassis and two major components from a donor vehicle)

- Whether the current system of allocating an age-related registration number meets its objectives in reflecting the age of the vehicle?

Northern Ireland Kit Conversions (using the weighting system)

- Whether the current system of allocating a current registration number to a vehicle, which has been built from parts, not all of which are new or may not have all originated from the same donor vehicle, meets its objectives in reflecting the age of the vehicle?

Kit Conversions (where there are insufficient parts from a donor vehicle or in cases where the donor mark is not known)

- Whether the current system meets its objectives in allowing vehicles to be registered when there is insufficient evidence of the vehicles origin, age and/or identity, whilst providing consumer protection?

Reconstructed Classics

- Whether the current system meets its objectives in allowing vehicles which purport to be ‘classic’ to be registered with an age-related registration mark when they are built from parts, whilst providing consumer protection?

Cherished Transfers

- Whether the current system of inspection meet its objectives in identifying whether a vehicle is entitled to the registration mark it displays and therefore consequently to allow a Cherished Transfer of that registration mark?

V765 Scheme and V3 Scheme (NI)

- Whether you consider that the objective of the schemes to reunite historic vehicles with their original registration marks are met?

Category B

To consider vehicles which are not currently subject to inspections but which may be considered for inspection due to changes in, for instance taxation class.

Category C

Any other inspection requirements that this consultation may identify

Deadline For Responses

***** Please Note this consultation has now closed *****

108. DVLA is unable to acknowledge or reply to individual concerns. However, a summary of the responses will be sent to those who have responded following consideration by DVLA/DVLNI. The summary should be available four months from the end of the consultation.

109. If as a result of this review proposals emerge that effect businesses, charities and voluntary bodies a further consultation and Regulatory Impact Assessment (RIA) may be required.

110. If you have any questions about the consultation or require clarification of any matters relating to this document you may send them to Rhion Richards by post, fax or e-mail to the DVLA address above.

111. Those being consulted are listed at Annex A.

112. Representative groups are asked to provide comments that summarise the views of the people and organisations they represent. It would be helpful if, when responding, representative groups could indicate the people and organisations they represent.

113. If you know of anyone who you consider would be interested in receiving a consultation document please contact us by post, fax, e-mail to the DVLA address above or by telephoning the answering service on 0870 240 1651.

114. A hard copy of this document can be requested by writing to the above address.

115. The Code of Practice on the Written Consultation is shown as Annex B

116. A list of the acronyms used in this document are given as Annex C

Disclosure of Information

117. DVLA may wish to publish responses to this consultation document in due course. Please ensure your response is marked clearly if you wish your response or name to be kept confidential. No reference to this point in your response will be taken as agreement to your reply being published. If you are replying by e-mail, we will assume that your consent overrides any confidentiality disclaimer that is generated by your organisation's IT system, unless you specifically include a request to the contrary in the main text of your submission to us. Confidential responses will be included in any statistical summary of numbers of comments received and views expressed.

118. Please note that information supplied to the Department may be disclosed in response to a request under the Code of Practice on Access to Government Information. If you consider that any such information is either confidential or commercially sensitive, you should identify the information to the Department and specify any reason for its sensitivity. The Agency will consult you about the information before making a decision on any Code of Practice on Access to Government Information request received.

Annex A: Consultation List

3Ms

ADT Auctions

Agricultural Engineers Association

Alliance of Small firms & Self Employed People

Amateur Motorcycling Association Ltd

Ambulance Service Association

Ambulance Service Institution

Association of British Chambers of Commerce

Association of British Insurers

Association of Car Fleet Operators

Association of Chief Police Officers (London)

Association of Chief Police Officers (S)

Association of Chief Police Officers (T) – Surrey Police

Association of Chief Police Officers Crime Committee

Association of County Councils

Association of District Councils

Association of Independent Businesses

Association of Independent Road Safety Officers

Association of Industrial Road Safety Officers

Association of Loading & Elevation Equipment Manufacturers

Association of Local Authorities NI

Association of Local Governments

Association of London Authorities

Association of London Borough Road Safety Officers

Association of London Boroughs

Association of National MOT Testers
Association of Tanker Container Operators
Association of Vehicle Recovery Operators
Auto Economics Salvage
Automobile Association
Belfast City Council
BFG
Bradford Transport Training
British Agricultural & Garden Machinery Association
British Association of Removers
British Car Auctions Ltd
British Independent Motor Trade Association
British Institution of Traffic & Education Research
British Motorcycle Safety Foundation
British Motorcyclist Federation
British Numberplate Manufacturers Association
British Retailers Association
British Road Federation
British Safety Council
British School of Motoring Federation
British Vehicle Rental and Leasing Association
British Vehicle Salvage Federation
BSI Project Manager
BSM Ltd
BT Safety Unit
Bus & Coach Council
Business in the Community
Campaign Against Drink Driving
Camping and Caravan Club
CBI
CBI Scotland
CBI Wales
Central Motor Auctions
Central Scotland Roads AIU
Chartered Institute of Transport
Cherished Numbers Dealers Associations
Chief Fire Officers Association
Child Accident Prevention Trust
Christian Road Safety League
Citizens Advice
Civil Service Motoring Association
Clerk of Petty Sessions
Coach and Bus Operators
Coach Operators Federation
Commercial Motor Magazine
Committee of Welsh District Councils
Community Development Foundation
Community Transport Association
Confederation of British Industry
Confederation of British Road Passenger Transport UK
Confederation of Passenger Transport UK
Construction Plant Hire Association
Consumer Association
Consumer Congress
Contractors & Mechanical Plant Engineers
Convention of Local Authorities
Convention of Scottish Local Authorities
Council of Civil Service Unions
Council of HM County Court Judges in NI
County Road Safety Officers Association
County Trading Standards
Crime Prevention Agency

Criminal Justice Dept
Croner Publications
Crown Office
Department for Transport
Department of Education & Skills
Department of Education and Employment
Department of Employment
Department of Enterprise, Trade and Investment
Department of Health
Department of International Development
Department of Regional Development
Department of Social Security
Department of Trade and Industry
Department of Transport Research Lab
Department of Work and Pensions
Derbyshire Police
DfT - Licensing & Enforcement Division
Disabled Drivers Association
Disabled Drivers Association NI
Disabled Drivers Motor Club
Disabled Motorists Federation
DOE (NI headquarters)
DPTAC
Drivers Action Movement
Driving Instructors Association
Driving Standards Agency
Durham Constabulary
DVO Group
DVTA
Employers Forum on Disability
Environmental Transport Association
Equal Opportunities Commission
Equality Commission for NI
Equality Forum NI
European Secure Vehicle Alliance
Farmers Union of Wales
Federation of British Historical Vehicle Club
Federation of Manufacturers
Federation of Public Passenger Transport Employers
Federation of Small Businesses
Fire Authority of NI
Fire Fighting Vehicles
Fire Services Unit
First European Numberplates (UK) Ltd
Fleet & Leasing Association
Fleet Audits Limited
Foreign & Commonwealth Office
Forum of Private Businesses
Freight Transport Association
General Consumer Council for NI
Glass's Information Ltd
Grampian Police (Operational Support Division)
Green Flag Group
Guild of Experienced Motorists
Halfords Ltd
Head of Executive Agencies
Headlight
Health & Safety Agency for NI
Health & Safety Commission
Health & Safety Executive
Health Promotion Agency for NI
Heavy Transport Association

Historic Commercial Vehicle Society
HM Customs & Excise
HM Treasury
HM Treasury (Tax & Budget Team)
Home Office
House of Commons
Inland Revenue
Innovative Training Concepts
Institute of Advanced Motorists
Institute of HGV Driving Instructors
Institute of Highways and Transport
Institute of Motorcycling
Institute of Registration Agents and Dealers
Institute of Road Safety Officers
Institute of Road Transport Engineers
Institute of Trading Standards
Institute of Transport Administration
Institute RAC Registered Instructors
Institution of Highways & Transportation
Institution of Municipal Transport
International Powered Access Federation
Isle of Man Department of Transport
Isle of Man Highways and Traffic Division
Joint Commission on Mobility for the Disabled
Joint Committee on Mobility
Justices Clerks Society
Keep Deaths Off Our Roads
LACOTS
Law Centre (NI)
Law Reform Committee
Law Society
Law Society of Northern Ireland
Legal Section
LIBERTY
Lifting Equipment Engineers Association
Local Government Association
Local Government Information Unit
London Association of Independent Businesses
Lord Chancellors Dept (Criminal Policy Branch)
LRP
Manheim Auctions
MD Autoglass
Medical Comm Accident Prevention
Members of the Institute of Registered Agents and Dealers
Metropolitan Police
Ministry of Agriculture
Ministry of Defence
Ministry of Defence PL (LS)
Mobility Advice & Vehicle Information Service (MAVIS)
Motability Operations
Motor Agents Association
Motor Insurance Bureau
Motor Insurers Bureau
Motor Schools Association of GB Ltd
Motor Vehicle Dismantlers Association
Motor Vehicles Repairers Association
Motorcycle Action Group
Motorcycle Industry Association
Motorcycle Retailers Association
Motorcycling Union of Ireland (MCUI)
Motorcyclist Action Group
National Advisory Unit for Community Transport

National Assembly for Wales
National Assembly for Wales Library
National Association of Agricultural Contractors
National Association of Citizens Advice Bureau
National Association of Funeral Directors
National Association of Local Councils
National Association of Local Government Officers
National Association of Vintage Tractor & Engine Club
National Association of Waste Disposal Contractors
National Breakdown Recovery Club
National Chamber of Commerce and Industry
National Chamber of Trade
National Consumer Council
National Council for Voluntary Organisations
National Farmers Union
National Federation of Consumer Groups
National Federation of Self Employed & Small Businesses
National Freight Consortium
National Guild of American Vehicle Clubs & Traders
National Organiser - TGWU
National Outdoor Events Association
National Owners & Drivers Association UK
National Playbus Association
National Salvage Group
National Union of General & Municipal Workers
National Union of Road Transport Operatives
Nationwide Auto Salvage Amalgamation
NCIS
NHS Supplies
NI Association of Citizens Advice Bureaux
NI Chamber of Commerce and Industry
NI Chamber of Trade
NI Committee of the Irish Congress of Trade Unions
NI Court Service
NI Human Rights Commission
NI Resident Magistrates Association
NISPA
Norfolk Constabulary (Operations Department)
North East Vocational Industry Association
North Lancs Training School
Northern Ireland Council on Disability
Northern Ireland Office
Northern Ireland Policing Board
Norwich Union
Occupational Health Department
Office of Data Protection Registrar
Office of Fair Trading
Office of Paymaster General
Office of the Commissioner (Metropolitan Police)
Office of the Director of Public Prosecutions
Pedestrian Association
PITO
PNC Bureau Supervisor
POCL
Police Federation for Northern Ireland
Police Liaison Officers
Police Science & Technology
Property & Road Crime Reduction Group
PSNI
RAC
RAC Foundation for Motoring
RADAR

Register of Private Ambulances
Retail Motor Industry Federation
Road Haulage & Distribution
Road Haulage Association
Road Policing Unit, Police HQ
Road Rescue Recovery Association
Road Safety Council in Wales
Road Safety Council of NI
Road Safety Marking Association
Road Transport (Industry)
Road Transport Association
Road Transport Association (NI)
Road Trauma Support
RoSPA
RoSPA (NI)
Royal Courts of Justice
Royal Scottish Automobile Club
Royal Society for the Prevention of Accidents
Safety Standards Commission Inst.
Scottish Community Transport
Scottish Consumer Council
Scottish Courts Administration
Scottish Courts Services
Scottish Development Dept
Scottish Motor Trade Association
Scottish Office
Scottish Parliament
Scottish Traffic Area Office
Showman's Guild of Great Britain
Small Business Research Trust
Society of Allied & Independent Funeral Directors
Society of Motor Auctions
Society of Motor Manufacturers & Traders
St Johns Ambulance
Staffordshire Police
Star Motor Components
States of Guernsey (Island Traffic Committee)
States of Jersey Motor Traffic Office
STATUS
Strathclyde Police
Sun Alliance
TGWU
The Automobile Association
The Executive Council of the Inn of Court of NI
The Law Society
The Lord Chief Justice's Office
The Magistrates Association
The Office of Law Reform
The Police Federation
The Scottish Parliament
The Transport Association
Trades Union Congress
Translink
Transport & General Workers Union
Transport 2000 Ltd
Transport Policy Division (Welsh Office)
Transport Registration Branch
Transport Research Laboratory
Transport Week Magazine
Truck & Driver
Ulster Automobile Club
Ulster Farmers Union

Union of Independent Companies
 UNISON Convenor
 United Road Transport Union
 Universal Salvage
 University of Ulster
 Vehicle Builders & Repairers Association
 Vehicle Certification Agency
 Vehicle Crime Prevention Group
 Vehicle Industry Consultants
 Vehicle Operator Services Agency
 Veteran Car Club
 Vintage Motorcycle Club
 Wales Community Transport
 Welsh Consumer Council
 Welsh Counties Committee
 Welsh Office
 Welsh Office of the Association of District Councils

Annex B

119. Code of Practice on Written Consultation

- Consult widely throughout the process, allowing a minimum of 12 weeks for written consultation at least during the development of the policy.
- Be clear about what your proposals are, who may be affected, what questions are being asked and the time scales for responses.
- Ensure that your consultation is clear, concise and widely accessible.
- Give feedback regarding the responses received and how the consultation process influenced the policy.
- Monitor your department's effectiveness at consultation, including through the use of a designated consultation co-ordinator.
- Ensure your consultation follows better regulation best practice, including carrying out a Regulatory Impact Assessment if appropriate.

120. This document seeks to comply with the "Code of Practice on Written Consultation" issued by Cabinet Office. If you consider that this document does not, without explanation, comply with the consultation criteria, please write setting out the areas where you feel the document departs from the criteria, to:

Mrs Anne McAleer
 Consultation Co-ordinator
 Vehicle Policy Group
 DVLA
 Longview Road
 Morriston
 SWANSEA
 SA6 7JL

Annex C: List Of Acronyms

DA C	Department Approval Certificate (applicable in NI)
DV LA	Driver and Vehicle Licensing Agency
DV LNI	Driver Vehicle Licensing Northern Ireland
ES VA	Enhanced Single Vehicle Approval
EU CA RIS	European Vehicle and Driving Licence Information System
FB HV C	The Federation of British Historic Vehicle Clubs
INF	An information leaflet issued as a guide to the

26	registration of rebuilt, radically altered vehicles and kit vehicles
MS VA	Motorcycle Single Vehicle Approval
MV RIB	Modernising Vehicle Registration Implementation Board
RIA	Regulatory Impact Assessment
SO RN	Statutory Off Road Notification
SV A	Single Vehicle Approval
V3	The Northern Ireland equivalent to the V765 scheme.
V62 7/1	A pre-inspection report completed by the customer
V76 5	The scheme to reunite historic vehicles with their original registration marks
VC RA T	Vehicle Crime Reduction Action Group
VIC	Vehicle Identity Check
VIN	Vehicle Identification Number
VO SA	Vehicle and Operator Services Agency