

DVLA/DVLNI Consultation document on the convenience charge for credit card payments of Vehicle Excise Duty (VED). This consultation seeks opinions to offer the option of paying VED by credit card for vehicles registered and licensed in the UK.

Contents Page

DVLA/DVLNI Consultation document on the convenience charge for credit card payments of Vehicle Excise Duty (VED). This consultation seeks opinions to offer the option of paying VED by credit card for vehicles registered and licensed in the UK.....	1
Contents Page.....	1
SUMMARY.....	1
INTRODUCTION	2
DRAFT REGULATORY IMPACT ASSESSEMENT.....	4
DEADLINE FOR RESPONSES	7
DISCLOSURE OF INFORMATION	8
CODE OF PRACTICE ON WRITTEN CONSULTATION	8
LIST OF CONSULTEES Annex B	8

SUMMARY

1. Following the introduction of primary legislation in the Finance Act 2004, the Driver and Vehicle Licensing Agency (DVLA) will soon offer the option of paying for vehicle excise duty (VED) by credit card for vehicles registered and licensed in the United Kingdom.

2. The charge levied by credit card companies for this facility will be passed on to the customer. Other payment methods including paying by cash, cheque or debit card will still be available and will remain free of charge. Please note: Wherever reference is made in this document to DVLA, it will also incorporate the Driver and Vehicle Licensing Northern Ireland (DVLNI) unless otherwise stated.

3. The Agency believes that by introducing a wider range of payment options for VED, it will be able to offer an improved service to customers. This measure is also in line with government targets for modernisation and the delivery of electronic facilities.

Regulatory Impact Assessment

4. The Agency has prepared a draft Regulatory Impact Assessment (RIA). The RIA will be developed in light of any comments received in response to this Consultation Document.

Your invitation to comment

5. Your views are sought on:-

* how the convenience charge for credit card payments for VED should be structured.

Your views are important to the Agency. Please send any comments on any issues raised in this document, including the draft RIA to the address below. Responses may be sent by post, fax or e-mail by 14 January 2005. A response

form can be found at Annex A of this document. I must advise that no acknowledgements will be sent unless requested and that DVLA will be unable to reply to individual responses.

Kelly Gadd
Vehicle Policy Group
DVLA
Longview Rd
Morrison
Swansea
SA6 7JL
FAX: (01792 765210)
e-mail: vehpol.dvla@gtnet.gov.uk

RESULTS OF CONSULTATION

6. A summary of the results will be published in February 2005 on the DVLA Website at www.dvla.gov.uk/consultations. Implementation will commence from Spring 2005.

INTRODUCTION

7. The Driver and Vehicle Licensing Agency (DVLA) is primarily responsible for the registration and licensing of vehicles. In order to ensure that DVLA offers the widest range of payment facilities appropriate for customers, provision was introduced in the Finance Act 2004, to allow the payment of VED to be made by credit card, with the charge levied by the credit card company to be passed on to the customer.

8. Your views are required by 14 January 2005.

BACKGROUND

9. The introduction of credit cards as a payment method for VED will not preclude the customer from utilising existing methods of payment. The cash, cheque, sterling traveller cheques, MVL stamps, postal orders and debit card options will remain available and will continue to be free of charge.

10. Credit card companies charge a percentage of the amount of each transaction as a fee. Due to financial constraints and the need to provide value for money for the taxpayer, DVLA cannot absorb this cost. DVLA will not profit from the introduction of a convenience charge for credit card payments. Without introducing a convenience charge to the customer, DVLA would be unable to accept payment of VED by credit card. Paying by credit card will also allow customers to spread the cost of the licence over a longer period if they wish.

Your views are sought on the structure of the convenience charge.

BENEFITS

11. The nominal fee introduced in the form of a convenience charge will be outweighed by the administrative benefits of the scheme for the individual/company concerned. This new facility will allow customers more flexibility and the freedom to choose from a wider range of payment methods. The existing payment methods will remain free of charge.

12. Allowing customers more flexibility in licensing payments may lead to a decrease in evasion by encouraging people back into the system. This also has road safety implications as when a vehicle is licensed, a valid insurance and MoT certificate if applicable must be shown.

OPTIONS

There are five options:

13. **Option A:** a flat rate charge of £3.50 for all transactions, regardless of the amount of vehicle excise duty (VED) paid.

14. **Option B:** a charge of £3 per transaction up to, and including, an amount of £200. A charge of £6 for transaction amounts in excess of £200.

15. **Option C:** a charge based on the value of the VED transaction amount, on a rising scale:

Band	Minimum level	Maximum level	Charge
------	---------------	---------------	--------

	(£)	(£)	(£)
1	0	100	2
2	101	200	3
3	201	400	4
4	401	600	6
5	601	800	8
6	801	1000	10
7	1001	1600	20
8	1601	No Maximum	40

16. **Option D:** a charge based on the VED transaction amount, but with less distinction between the bands:

Band	Minimum Level (£)	Maximum Level (£)	Charge (£)
1	0	200	2.50
2	201	800	6
3	801	1000	10
4	1001	1600	20
5	1601	No Maximum	40

17. **Option E:** a convenience charge based on the taxation class of the vehicle. Motorcycle taxation class would attract a charge of £1; Private/ Light Goods and graduated VED classes a charge of £2; all other vehicles would be based on a banded scale, as detailed:

Band	Minimum Level (£)	Maximum Level (£)	Charge (£)
1	0	400	3
2	401	1000	6
3	1001	No Maximum	15

The charges quoted in the options above represent the highest case estimates. These charges may be reduced following discussions with the credit card contractors and a review of costs later in the year. If the costs are reduced, no further consultation document will be issued.

COMMENTS

18. **Option A:** All customers are treated equally and can clearly see what rate should be paid. Many companies that pass on a credit card convenience charge, levy between 2.5% and 5% of the transaction amount. For the majority of customers, the percentage charge in this case would be 2% or less. Those licensing Heavy Goods Vehicles (HGVs) particularly would benefit from a charge as low as 0.18%.

19. However, this option does not benefit those applying for the lower rates of VED, or for six-month licences. The convenience charge as a percentage of the VED in these cases would be high, as the charge would subsidise those in the higher payment bands. There is no distinction between the amounts charged which benefits the higher bands to the detriment of the lower.

20. **Option B:** The introduction of two flat rates ensures that there is a correlation between the transaction amount and the convenience fee charged. Those paying lower rates of VED would benefit from a lower charge as there is less of a requirement to subsidise the higher bands. Those licensing HGVs would also experience a reduced percentage rate, in some cases as low as 0.3%.

21. However, those paying lower levels of VED and those purchasing six month discs would still be subsidising the charges paid by those in the higher band of VED.

22. **Option C:** The amount of convenience charge relates directly to the level of the transaction. The bands are easy to understand, with a close correlation between the transaction amount and the amount of the convenience charge. The benefits are spread between licensing bands, with no band subsidising another.

23. However, the bands are more complex to administer and this may cause confusion. The transport and haulage industries would be most affected as the higher the amount of VED, the higher the convenience charge. Small businesses in particular might be adversely affected.

24. **Option D:** The bands relate closely to the amount of the VED transaction. The bands are balanced, so that no band subsidises another, whilst preventing the main burden falling on the transport industry. Indeed, the highest charge for an HGV would be a convenience charge of 2.4% with the majority falling into the 1.25% category. The administration of the scheme, whilst complex, is simpler to implement and understand than option C.

25. Whilst the majority of customers benefit from the scheme, there is still a degree of inequity as each customer will be asked to pay a different percentage rate, ranging from 1.24% - 2.4%. However, with the average convenience charge set by the private sector e.g. travel agents between 2.5 and 5%, this amount can still be considered reasonable.

26. **Option E:** This system offers low convenience charge rates for low value VED transactions. In addition, haulage companies also benefit from the maximum convenience charge being set at £15.

27. This system is relatively complex to administer. The haulage industry would be most affected as the majority of heavy goods vehicles would incur the maximum payment.

DRAFT REGULATORY IMPACT ASSESSEMENT

THE CONVENIENCE CHARGE FOR CREDIT CARD PAYMENTS OF VEHICLE EXCISE DUTY (VED)

TITLE OF PROPOSAL

28. Following the introduction of primary legislation in the Finance Act 2004, the Driver and Vehicle Licensing Agency (DVLA) will soon offer the option of paying for VED by credit card for vehicles registered and licensed in the United Kingdom.

(Please Note: Wherever reference is made in this draft RIA to DVLA, it will also incorporate the Driver and Vehicle Licensing Northern Ireland (DVLNI) unless otherwise stated).

PURPOSE AND EFFECT

29. DVLA does not have the funding available to cover the cost of taking credit card payments for VED. However, the Agency is fully committed to modernising its services and improving customer satisfaction. It recognises its obligations to respond to customer demand where possible. In this case, this can only be achieved by introducing a convenience charge to balance the costs associated with accepting payments by credit card.

30. The purpose of this assessment is to set out the likely impact on individuals and business of the introduction of a convenience charge for credit card payments.

BACKGROUND

31. DVLA is responsible for the registration and licensing of vehicles. Following demand by its customers, DVLA is introducing the facility of paying for VED by credit card. The transaction processing charge levied by the credit card companies will be passed on to those customers who choose to use the service.

32. The introduction of a charge for credit card transactions would allow the Agency to widen the payment facilities it offers and is a direct result of customer demand. The convenience charge is required to cover the costs involved.

33. Increasing the payment options for VED may also encourage more people to pay VED in a timely manner with the option to spread the cost of VED over a longer period, and therefore encouraging relicensing. This will ensure that MoT and insurance details are valid at time of licensing, increasing road safety and compliance with statutory obligations.

34. The introduction of a convenience charge for credit card payments will increase the cost to business by only a nominal amount. The fee is designed to minimise the impact on the taxpayer. Credit card payments will allow businesses to exercise flexibility in making their own decisions. Businesses that do not feel that they will benefit, will retain the option of the existing standard payment methods, which remain free of charge.

Businesses that consider they would be affected by the proposal are invited to:-

- **briefly describe the activities they undertake**
- **explain how each of the options would affect them**
- **describe the costs and/or benefits that would arise from each of the options.**
- **provide views on the implementation**
- **identify any unintended consequences**

RISK ASSESSMENT

35. It is DVLA's aim to continue to respond to the needs of its customers, by enhancing the range of services it provides.

36. DVLA has the technical ability to provide an increased level of service to its customers, in line with demand but cannot introduce the option to pay by credit cards without introducing a convenience charge. Failing to introduce this new payment method will prevent DVLA from meeting customer demands to offer a broader range of payment options. It will also fail to fully utilise available systems. This positive step towards increasing customer choice will ensure the continued modernisation of DVLA.

OPTIONS

37. There are five options (A-E), allowing for the charge levied by credit card companies to be passed onto the customer when payment for VED is made by credit card.

BENEFITS

38. **Option A:** All customers are treated equally and can clearly see what rate should be paid. Those licensing Heavy Goods Vehicles (HGVs) would particularly benefit from this flat rate charge. No discernible social and environmental benefits have been identified.

39. **Option B:** The introduction of two flat rates ensures that there is a correlation between the transaction amount and the convenience fee charged. Those paying lower rates of VED would benefit from a lower charge as there is less of a requirement to subsidise the higher bands. No discernible social and environmental benefits have been identified.

40. **Option C:** The amount of convenience charge relates directly to the level of the transaction. The bands are easy to understand, with a close correlation between the transaction amount and the amount of the convenience charge. The benefits are spread between licensing bands, with no band subsidising another. No discernible social and environmental benefits have been identified.

41. **Option D:** The bands relate closely to the amount of the VED transaction. The bands are balanced, so that no band subsidises another, whilst preventing the main burden falling on the transport industry. No discernible social and environmental benefits have been identified.

42. **Option E:** This system offers low convenience charge rates for low value VED transactions. Haulage companies also benefit. No discernible social and environmental benefits have been identified.

COST BENEFITS

43. **Option A:** A flat rate charge of £3.50 for all transactions, regardless of the amount of vehicle excise duty (VED) paid. Many companies that pass on a credit card convenience charge, levy between 2.5% and 5% of the transaction amount. For the majority of customers, the percentage charge in this case would be 2% or less. Those licensing Heavy Goods Vehicles (HGVs) particularly would benefit from a charge as low as 0.18%.

44. **Option B:** A charge of £3 per transaction up to, and including, an amount of £200. A charge of £6 for transaction amounts in excess of £200. Those licensing HGVs would also experience a reduced percentage rate, in some cases as low as 0.3%.

45. **Option C:** A charge based on the value of the VED transaction amount, on a rising scale:

Band	Minimum level (£)	Maximum level (£)	Charge (£)
1	0	100	2
2	101	200	3
3	201	400	4
4	401	600	6
5	601	800	8
6	801	1000	10
7	1001	1600	20
8	1601	No Maximum	40

The benefits are spread between licensing bands, with no band subsidising another.

46. **Option D:** A charge based on the VED transaction amount, but with less distinction between the bands:

Band	Minimum Level (£)	Maximum Level (£)	Charge (£)
1	0	200	2.50
2	201	800	6
3	801	1000	10
4	1001	1600	20
5	1601	No Maximum	40

Indeed, the highest charge for an HGV would be a convenience charge of 2.4% with the majority falling into the 1.25% category. The administration of the scheme, whilst complex, is simpler to implement and understand than option C.

47. **Option E:** A convenience charge based on the taxation class of the vehicle. Motorcycle taxation class would attract a charge of £1; Private/ Light Goods and graduated VED classes a charge of £2; all other vehicles would be based on a banded scale, as detailed:

Band	Minimum Level (£)	Maximum Level (£)	Charge (£)
1	0	400	3
2	401	1000	6
3	1001	No Maximum	15

This system offers low convenience charge rates for low value VED transactions. In addition, haulage companies also benefit from the maximum convenience charge being set at £15.

EQUITY AND FAIRNESS

48. This new facility will allow customers more flexibility and the freedom to choose from a wider range of payment methods. The existing payment methods will remain free of charge.

SOCIAL EXCLUSION ISSUE

49. DVLA does not believe that any social exclusion are likely to arise from these proposals.

RACE RELATIONS ISSUE

50. It is not considered that these proposals will have any race equality impact.

HUMAN RIGHTS

51. We believe that these regulations will have no impact on human rights.

CONSULTATION WITH SMALL BUSINESSES

52. [To be completed following consultation].

SMALL FIRMS IMPACT TEST

53. DVLA believes that the impact on small businesses will be insignificant.

COMPETITION ASSESSMENT

54. As this is an optional method payment of credit card for VED, there is unlikely to be a negative competition impact from these changes to the regulations.

ENFORCEMENT AND SANCTIONS

55. There will be no enforcement implications or sanctions as a result of the implementation of these proposals.

MONITORING AND REVIEW

56. DVLA monitors its own financial position continuously. Interested parties are consulted as part of this review process.

SUMMARY

57. DVLA wishes to introduce a convenience charge for customers paying VED by credit card. Credit card companies charge a percentage of the amount of each transaction as a fee. Due to financial constraints, and the need to provide value for money for the taxpayer, DVLA cannot absorb this cost. Without introducing a convenience charge to the customer, DVLA would be unable to accept payment of VED by credit card.

MINISTERIAL DECLARATION

[To be included at Full RIA stage]

CONTACT POINT

Kelly Gadd
Vehicle Policy Group
DVLA
Longview Road
Morrison
Swansea
SA6 7JL
Fax: 01792 765210
e-mail: vehpol.dvla@gtnet.gov.uk

DEADLINE FOR RESPONSES

58. Please send any comments on the proposals in this consultation by 14 January 2005 to:

Kelly Gadd
Vehicle Policy Group
DVLA
Longview Rd
Morrison
Swansea
SA6 7JL
Fax: (01792) 765210
e-mail: vehpol.dvla@gtnet.gov.uk

Comments sent after this date will only be taken into account in exceptional circumstances.

If you have any questions about the consultation or require clarification of any matters in this document you may send them to Laura Davies by post, fax or e-mail to the address above.

Those being consulted are listed at Annex B

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 number of people and organisations they represent.

If you know of anyone whom you consider would be interested in receiving a consultation document please contact us by post, fax or e-mail to the DVLA address above.

DISCLOSURE OF INFORMATION

59. 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 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.

60. 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 reasons 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.

CODE OF PRACTICE ON WRITTEN CONSULTATION

61. This document seeks to comply with the code of practice on written consultation issued by the Cabinet Office. If you consider that this document does not, without reasonable explanation, comply with the consultation criteria reproduced below, please write setting out the areas where you feel the document departs from the criteria, to:

Mrs Anne McAleer
Consultation Co-ordinator
DVLA
SV2
Longview Road
Morrison
Swansea
SA6 7JL

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

LIST OF CONSULTEES Annex B

3M
AA Foundation for Road Safety research
ADI Federation
Age Concern Cymru
Age Concern England
Age Concern Scotland
Alliance of Small Firms & Self Employed
People
Amateur Motor Cycle Association Ltd
Ambulance Service Association
Approved Driving Instructor College
Approved Driving Instructors
Approved Driving Instructors National Joint
Council

Arriva London South Ltd
Arthritis Care
Association of British Chambers of Commerce
Association of British Drivers
Association of Car Fleet Operators
Association of Chief Police Officers Scotland
Association of Industrial Road Safety Officers
Association of Loading & Elevation Equipment
Manufacturers
Association of Local Bus Managers
Association of Local Governments
Association of London Authorities
Association of London Boroughs Road Safety
Officers
Association of London Government
Association of Magisterial Officers
Association of National Driver Improvement
Scheme Providers
Association of National MOT Testers
Association of Retired and Persons Over 50
Association of Road Transport Lawyers
Association of Street Lighting Electrical
Contractors
Association of Transport Co-ordinating Officers
Association of Vehicle Recovery Operators
Ayrshire Transport Training Association
BMI Health Services Ltd
Boots Company PLC
Bradford Transport Training
BRAKE
British Transport Police
British Agricultural & Garden Machinery
Association
British Ambulance Association
British Amusement Catering Trades Association
British Association for Service to the Elderly
British Association of Removers
British Chambers of Commerce
British Deaf Association
British Fire Service Association
British Industrial Truck Association
British Institution of Traffic & Education
Research
British Insurance and Investment Brokers
Association
British Medical Association
British Motorcyclists Federation
British Numberplate Manufacturers Association
British Red Cross
British Retailers Consortium
British Safety Council
British School of Motoring
BSI Project Manager
Building Merchants Federation
Business in the Community
Cabinet Office Regulatory Impact Unit
Campaign Against Drink Driving
Campaign for Homosexual Equality
Camping and Caravanning Club
Capita Managed Services Ltd
Caravan Club

Central Scotland Roads AIU
Chartered Institute of Logistics & Transport
Cherished Number Dealers Association
Chief and Assistant Chief Fire Officers
Association
Citizens Advice (Scotland)
City & Guilds Institute
Civil Service Motoring Association
Civil Service Pensioners Alliance
Coach Operators Federation
Commercial Motor Magazine
Commission for Integrated Transport
Commission for Racial Equality
Community Transport Association
Confederation of British Industry (CBI)
Confederation of British Industry (CBI)
Scotland
Confederation of British Industry (CBI) Wales
Confederation of Passenger Transport UK
Construction Plant Hire Association
Consumer's Association
Convention of Scottish Local Authorities
Co-operative UK
Countryside Agency
Cranfield University
Credit Industry Fraud Avoidance System
Dairy Trade Federation
Defence School of Transport
Department for Transport
Department of Culture, Media and Sport
Department of Education and Skills
Department of Health
Department of International Development
Department of Work and Pensions
Direct Line Group
Disability Wales
Disabled Drivers Association
Disabled Drivers Motor Club
Disabled Motorists Federation
Disability Rights Commission
DPTAC
Driving Instructors Association
DVLNI
Eastern Traffic Area Office
e-Government Unit
Environment Agency
Environmental Transport Association
Equal Opportunities Commission
Ethnic Minority Foundation
European Secure Vehicle Alliance
Exel Ltd
Federation of British Historic Vehicle Clubs
Federation of Small Businesses
Fire Brigades Union
Fleet Driver Training Association
Forum of Mobility Centres
Forum of Private Businesses
Glass's Information Services Ltd
Green Flag Motoring Assistance
Halfords Ltd
Health & Safety Commission
Health & Safety Executive

Heavy Transport Association
Historic Commercial Vehicle Society
HM Customs & Excise
HM Treasury
Home Office
House of Commons Library
Information Commissioner
Inland Revenue
Institute of Advanced Motorists
Institute of Directors
Institute of LGV Driving Instructors
Institute Of Management
Institute of Race Relations
Institute of Registrations Agents and Dealers
(MIRAD)
Institute of Road Safety Officers
Institute of Transport Administration
Institution of Highways & Transportation
International Powered Access Federation
Isle of Man Government
Jill Dando Institute of Crime Science
Job Centre Plus
Joint Committee on Mobility for the Disabled
Justices' Clerks' Society Wrexham
LACORS
LEX Vehicle Leasing
LIBERTY
Lifting Equipment Engineers Association
Local Authority Road Safety Officers
Association
Local Government Information Unit
London Cycling Campaign
London Transport
Magistrate's Clerks Committee
MD Autoglass
Ministry of Defence
Motability
Motability Operations
Motor Insurers Bureau
Motor Schools Association of GB Ltd
Motor Vehicle Dismantlers Association of GB
Motor Vehicles Repairers Association
Motorcycle Action Group
Motorcycle UK
National Alliance of Women's Organisations
National Assembly for Wales
National Assembly for Wales Library
National Association of Agricultural
Contractors
National Association of Approved Driving
Instructors
National Association of Citizens Advice
Bureaux
National Association of Funeral Directors
National Association of Local Government
Officers
National Association of Street Clubs
National Association of Taxi Cab Operators
National Association of Waste Disposal
Contractors
National Consumer Council
National Consumer Federation

National Council for Voluntary Organisations
National Council on Inland Transport
National Federation of Bus Users
National Federation of Post Office and BT Pensioners
National Guild of American Vehicle Clubs & Traders
National Outdoor Events Association
National Pensioners Convention
National Playboys Association
National Salvage Group Ltd
National Society of Allied & Independent Funeral Directors
National Street Rod Association
National Taxi Association
Nationwide Auto Salvage Amalgamation
Newport Transport Ltd
NHS Confederation
NHS Supplies
North Lancs. Training School
Northern Ireland Office
Norwich Union
Office of Fair Trading
Office of HM Paymaster General
Police Federation of England and Wales
Police Science & Technology
Post Office Ltd
Public and Commercial Services Union
Public Carriage Office
RADAR
Retired Persons Action Group
Road Operators Safety Council
Road Rescue Recovery Association
Road Safety Council of Wales
Road Safety Markings Association
Road Transport Association
Royal National Institute for Deaf People
Royal Scottish Automobile Club(Motor Sport) Ltd
Royal Society for the Prevention of Accidents
Scooterist Action Group
Scotland Office
Scottish Accident Prevention Council
Scottish Consumer Council
Scottish Executive Development Dept
Showman's Guild of Great Britain
Small Business Service
Society of Independent Roundabout Proprietors
Society of Operations Engineers
St Ivel Westway Ltd
St John's Ambulance
Sun Alliance
Trade Union Congress
Trading Standards Institute
Transport 2000
Transport and General Workers Union
Transport Association
Transport Research Laboratory
Truck & Driver
UNISON
United Road Transport Union
Vehicle Certification Agency

Vehicle Industry Consultants
Veteran Car Club of GB
Vintage Motorcycle Club Ltd
Wales Office
Water Jetting Association
Welsh Consumer Council
Welsh Local Government Association

Industry Liaison Group

Agricultural Engineers Association
Association of British Insurers
Automobile Association
British Car Auctions Ltd
British Industry Motor Trade Association
British Vehicle Rental and Leasing Association
British Vehicle Salvage Federation
Department for Transport
Finance & Leasing Association
Fleet Audits Ltd
Freight Transport Association
Manheim Auctions
Motorcycle Industry Federation Ltd
National Farmers Union
Retail Motor Industry Federation
Road Haulage Association Ltd
Scottish Motor Trade Association
Society of Motor Manufacturers & Traders
Vehicle Builders & Repairers Association

Courts Liaison Group

Barnstaple Magistrates Court
Courts Service HQ
Crown Office
Crown Prosecution Service
Department for Constitutional Affairs
Department for Transport
District Courts Association
District Judges (Magistrates Court)
Driving Standards Agency
Justices' Clerks' Society
Magistrates Association
MCC Management & Training Centre
Newcastle Magistrates Court
Scottish Courts Service
Scottish Executive
Scottish Executive (Justice Department)
The Districts Courts Association
Vehicle and Operator Services Agency

Consumer Liaison Group

City and Council of Swansea
Consumer Association
Department for Transport
Department of Trade and Industry
Home Office
Office of Fair Trading
RAC Foundation
RAC Motoring Services
Race Equality
Trading Standards

Police Liaison Group

Association of Chief Police Officers
Avon and Somerset Police
Department for Transport
Derbyshire Constabulary
Driver and Vehicle Licensing Agency
Durham Constabulary
Home Office
Lancashire Constabulary
Metropolitan Police
National Criminal Intelligence Service
Norfolk Constabulary
Police Information Technology Organisation
South Wales Police
Staffordshire Police
Strathclyde Police
Tayside Police

Northern Ireland Consultees

Antrim Borough Council
Ards Borough Council
Armagh City & District Council
Association of Local Authorities NI
Ballymena Borough Council
Ballymoney Borough Council
Banbridge Borough Council
Bar Council
Belfast City Council
Belfast Education & Library Board
Carrickfergus Borough Council
Castlereagh Borough Council
Child Accident Prevention Trust
Christian Road Safety Association
Clerk of Petty Sessions
Coleraine Borough Council
Cookstown District Council
Council of HM County Court Judges in NI
Craigavon Borough Council
Dale Farm Ltd
Department of Enterprise, Trade and Investment
Department of Regional Development
Derry City Council
Disability Action
Disabled Drivers Association NI
DOE (NI)
Down District Council
Dungannon District Council
DVLNI
Equality Commission for NI
Equality Forum NI
Fermanagh District Council
General Consumer Council for NI
Health Promotion Agency for NI
Larne Borough Council
Law Society of NI
Limavady Borough Council
Lisburn City Council
Living Streets
Magherafelt District Council
Motorcycling Union of Ireland (MCUI)
Motorcyclist Action Group
Moyle District Council
Newry & Mourne District Council

Newtonabbey Borough Council
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 Private Coach Operators Association
NI Resident Magistrates Association
NI Rider Training Scheme
NI Transport Holding Co. Ltd
NISPA
North Down Borough Council
North Eastern Education & Library Board
Northern Ireland Fire Brigade
Northern Ireland Office
Omagh District Council
Police Federation for Northern Ireland
Road Safety Council of NI
RoSPA (NI)
Rural Community Network
South Eastern Education & Library Board
Southern Education & Library Board
Strabane District Council
Translink
Western Education & Library Board