



Effectiveness Report 2006/2007

2006/07 Effectiveness Report

This year's Effectiveness Report provides a statistical summary of VOSA's performance during the year. The report should be read in conjunction with VOSA's Annual Report and Accounts 2006/07 which sets out VOSA's accounts and achievement of the full range of customer - largely Department for Transport (DfT) - targets to which VOSA works.

The Effectiveness Report contains separate annexes covering:

- Heavy Goods Vehicles;
- Public Service Vehicles;
- The MOT Scheme and Light Vehicles;
- Smaller Schemes; and
- Cross-Scheme Miscellaneous.

Technical terms, for example 'maintenance assessments', and abbreviations are listed in the 'Abbreviations and Glossary' section at the back of this report.

**Vehicle and Operator
Services Agency**

Effectiveness Report

2006/07

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

Annex 1: The Heavy Goods Vehicle Fleet

Summary

Annual Testing

Motor Vehicles

- Initial (as-presented) fail rates increased from 36.9% in 2005/06 to 39.5% in 2006/07.
- Final fail rates (which exclude those vehicles that pass the test after the rectification of minor defects during the test) decreased slightly from 22.3% to 22.1%, continuing a downward trend (29.9%, 27.7% and 25.0%, in 2002/03, 2003/04 and 2004/05 respectively).
- Vehicles able to pass after rectification at the station (PRS) of minor defects during the test increased from 14.6% to 17.4%.
- Headlamp aim remains by far the most common cause of test failure, the incidence increasing from 19.0% in 2005/06 to 23.7% in 2006/07.

Trailers

- Initial test fail rates decreased from 25.6% to 24.6%.
- Final fail rates decreased from 20.8% to 19.7%.
- Service brake performance and parking brake performance remain the most common causes of test failure, although the incidence fell from 12.7% in 2005/06 to 11.8% in 2006/07 for service brake performance and from 10.2% to 9.3% for parking brake performance.

Baseline Compliance Surveys

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

- For UK motor vehicles, the roadworthiness prohibition rate was 8.9% (8.8% in 2005/06).
- For UK trailers, the roadworthiness prohibition rate was 12.4% (8.0% in 2005/06).
- For foreign motor vehicles, the roadworthiness prohibition rate was 22.0% (8.6% in the last survey in 2004/05).
- For foreign trailers, the roadworthiness prohibition rate was 26.3% (15.0% in the last survey in 2004/05).

Operator Licensing

- The number of operator licences in issue was 99,794, down 0.1% on 2005/06.
- The number of vehicles on licence was 371,522, up 0.9% on 2005/06.

Roadworthiness Enforcement

- At fleet checks:
 - the number of HGV (motor vehicle and trailer) checks decreased by 30.8%;
 - the number of prohibitions issued decreased by 25.2%; and
 - the prohibition rate increased from 7.8% to 8.4%.

- The number of sift checks of HGVs – where an initial check of a vehicle indicates it to be well maintained and it is released without further delay – increased by 52.9%.
- At spot checks:
 - the number of UK motor vehicle and trailer checks decreased by 25.7%;
 - the number of prohibitions issued decreased by 4.5%;
 - the UK prohibition rate increased from 25.9% to 33.3%;
 - the number of checks on foreign vehicles increased by 109.0%;
 - the number of prohibitions issued increased by 146.1%; and
 - the foreign vehicle prohibition rate increased from 36.4% to 42.8%.
- At fleet and spot checks combined, brake systems and components remains the most common defect item for both motor vehicles and trailers. The incidence rose for motor vehicles from 8.7% in 2005/06 to 10.8% in 2006/07 and for trailers from 17.5% in 2005/06 to 23.8% in 2006/07.

Traffic Enforcement

- For drivers' hours/tachograph/records:
 - the number of UK vehicles examined decreased by 32.2%;
 - the number of prohibitions issued decreased by 20.7%;
 - the prohibition rate increased from 8.3% to 9.7%;
 - the number of foreign vehicles examined increased by 54.0%;
 - the number of prohibitions issued increased by 44.8%; and
 - the prohibition rate decreased from 25.1% to 23.6%.
- For overloading:
 - the number of UK vehicles weighed decreased by 42.6%;
 - the number of prohibitions issued decreased by 5.2%;
 - the prohibition rate increased from 13.1% to 21.6%;
 - the number of foreign vehicles weighed increased by 22.0%;
 - the number of prohibitions issued increased by 84.1%; and
 - the prohibition rate increased from 17.5% to 26.5%.
- For vehicles carrying dangerous goods:
 - the number of vehicles checked decreased by 18.1%;
 - the number of hazchem prohibitions issued to vehicles contravening the Carriage of Dangerous Goods Regulations increased by 11.3%; and
 - the prohibition rate increased from 7.5% to 10.2%.
- 243 vehicles were impounded.

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

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2006/07							
Annual	466,215	184,248	103,127	81,121	39.5%	22.1%	17.4%
Re-tests	91,163		10,885			11.9%	
2005/06							
Annual	467,698	172,478	104,216	68,262	36.9%	22.3%	14.6%
Re-tests	95,339		12,079			12.7%	
2004/05							
Annual	465,258	181,117	116,155	64,962	38.9%	25.0%	14.0%
Re-tests	115,696	-	15,003	-	-	13.0%	

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

	2006/07		2005/06		2004/05	
	Number	% of Total	Number	% of Total	Number	% of Total
2 - axle	312,774	67.1%	319,713	68.4%	324,069	69.7%
3 - axle	127,957	27.5%	123,546	26.4%	117,544	25.3%
4 - axle	25,093	5.4%	24,439	5.2%	23,645	5.1%
Total	465,824		467,698		465,258	

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

Age	2006/07	2005/06	2004/05
Up to 1 year	18.5%	17.1%	17.9%
2 years	20.9%	19.3%	22.6%
3 years	23.5%	23.4%	26.3%
4 years	28.9%	26.8%	29.8%
5 years	33.6%	31.6%	33.0%
6 years	38.3%	34.8%	36.8%
7 years	43.0%	39.6%	41.8%
8 years	46.2%	42.4%	45.1%
9 years	49.2%	45.5%	47.6%
10 years	53.0%	48.0%	50.5%
11 years	55.0%	51.2%	51.1%
12+ years	56.8%	52.6%	54.2%

Table A1.4 Age distribution of HGV vehicles licensed at end of year

Age	2006	2005	2004
Up to 1 year	7.8%	8.1%	8.0%
1 year	7.8%	7.9%	8.0%
2 years	7.8%	8.0%	9.8%
3 years	7.6%	9.3%	10.5%
4 years	8.7%	9.9%	9.3%
5 years	9.1%	8.4%	7.1%
6 years	7.9%	6.7%	7.0%
7 years	6.1%	6.6%	5.7%
8 years	5.9%	5.2%	5.3%
9 years	4.7%	4.7%	4.9%
10 years	4.2%	4.4%	3.9%
11 years	3.8%	3.4%	2.7%
12 years	3.0%	2.3%	2.2%
Over 12 years	15.4%	15.2%	15.8%

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

Fleet size	2006/07	2005/06	2004/05
1	46.7%	42.0%	47.7%
2-5	45.6%	41.6%	46.6%
6-10	40.5%	37.1%	42.9%
11-20	36.2%	33.8%	38.8%
21-30	32.8%	30.6%	33.8%
31-40	31.5%	30.1%	35.0%
41-50	29.4%	28.0%	31.9%
51-100	29.5%	27.7%	30.1%
>101	29.6%	29.3%	30.4%

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

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

Fleet size	2006/07	2005/06	2004/05
1	50.9%	51.3%	51.7%
2-5	34.2%	34.0%	33.9%
6-10	7.6%	7.5%	7.4%
11-20	3.9%	3.9%	3.8%
21-30	1.3%	1.3%	1.2%
31-40	0.7%	0.6%	0.6%
41-50	0.4%	0.4%	0.4%
51-100	0.6%	0.6%	0.6%
>101	0.4%	0.4%	0.3%

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

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

2006/07 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	34,339	5,384	28,955	15.7%	84.3%	52.4%	45.6%
2-5	64,889	11,071	53,818	17.1%	82.9%	51.4%	44.3%
6-10	39,988	8,598	31,390	21.5%	78.5%	45.3%	39.2%
11-20	41,476	10,034	31,442	24.2%	75.8%	38.6%	35.3%
21-30	24,914	6,120	18,794	24.6%	75.4%	35.3%	31.8%
31-40	17,077	4,040	13,037	23.7%	76.3%	35.2%	30.5%
41-50	12,569	2,481	10,088	19.7%	80.3%	31.9%	28.8%
51-100	30,896	5,467	25,429	17.7%	82.3%	31.2%	29.1%
100+	45,530	3,511	42,019	7.7%	92.3%	27.6%	29.7%
Total	311,678	56,706	254,972	18.2%	81.8%	41.2%	36.5%

2005/06 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	18,626	2,562	16,064	13.8%	86.2%	49.0%	42.1%
2-5	59,726	9,783	49,943	16.4%	83.6%	47.7%	41.4%
6-10	40,979	8,536	32,443	20.8%	79.2%	43.8%	37.6%
11-20	40,866	10,778	30,088	26.4%	73.6%	38.9%	34.4%
21-30	22,663	5,416	17,247	23.9%	76.1%	33.6%	30.5%
31-40	17,162	5,271	11,891	30.7%	69.3%	32.6%	29.4%
41-50	12,690	3,144	9,546	24.8%	75.2%	31.5%	28.5%
51-100	36,322	8,432	27,890	23.2%	76.8%	27.0%	27.0%
100+	76,054	7,417	68,637	9.8%	90.2%	27.8%	24.7%
Total	325,088	61,339	263,749	18.9%	81.1%	37.0%	32.6%

Note:

Data drawn from a sample of the annual tests undertaken.

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

Testable items	2006/07	2005/06	2004/05
Headlamp Aim	23.7%	19.0%	19.3%
Lamps	7.8%	6.4%	7.1%
Service Brake Performance	7.1%	7.8%	8.8%
Brake System Components	5.1%	5.3%	5.7%
Secondary Brake Performance	4.6%	5.0%	5.6%
Parking Brake Performance	2.8%	3.1%	3.5%
Suspension	2.3%	2.4%	2.6%
Steering Mechanism	2.3%	2.6%	3.0%
Warning Lamps	2.2%	2.4%	2.2%
Speedo/Tacho*	2.0%	2.1%	2.4%

Notes: The percentage of vehicles tested where the item was listed as a reason for failure. Vehicles can fail for one or more items so these percentages should not be added to produce a total fail rate for these items. Asterisked items are new, or are combinations of previous test items.

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

	2006/07	2005/06	2004/05
Fail rate	0.43%	0.6%	0.9%

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

	Tests	Fails		PRS	% rates		PRS
		Initial	Final		Initial	Final	
2006/07							
Annual	240,347	59,197	47,396	11,801	24.6%	19.7%	4.9%
Re-tests	48,845		7,630			15.6%	
2005/06							
Annual	244,112	62,468	50,853	11,615	25.6%	20.8%	4.8%
Re-tests	53,093		8,443			15.9%	
2004/05							
Annual	242,117	63,786	52,409	11,377	26.4%	21.7%	4.7%
Re-tests	56,186		8,933			15.9%	

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

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

	2006/07		2005/06		2004/05	
	Number	% of Total	Number	% of Total	Number	% of Total
1 - axle	5,047	2.1%	5,236	2.1%	5,587	2.3%
2 - axle	48,988	20.4%	53,922	22.1%	58,412	24.1%
3 - axle	186,127	77.4%	184,749	75.7%	177,928	73.5%
4 - axle	158	0.1%	152	0.1%	154	0.1%
5 - axle	27	0.0%	32	0.0%	36	0.0%
Total	240,347		244,091		242,117	

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

Age (Yrs)	2006/07	2005/06	2004/05
1 year	9.8%	12.0%	12.6%
2 years	12.7%	12.8%	13.7%
3 years	15.2%	18.0%	19.4%
4 years	20.6%	21.7%	22.5%
5 years	22.2%	24.0%	23.4%
6 years	23.3%	24.5%	24.9%
7 years	25.0%	24.9%	26.5%
8 years	25.2%	26.4%	28.7%
9 years	29.0%	29.3%	30.4%
10 years	30.2%	31.4%	30.4%
11 years	31.0%	30.1%	31.8%
12+ years	30.3%	31.1%	32.1%

Note:

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

Table A1.13 Trends in the top ten reasons for HGV trailer fails

Testable items	2006/07	2005/06	2004/05
Service Brake Per	11.8%	12.7%	13.2%
Parking Brake Per	9.3%	10.2%	10.7%
Lamps	5.0%	4.1%	4.3%
Brake System Cor	5.0%	5.2%	5.5%
Reflectors & Rear	2.0%	2.4%	2.4%
Suspension	1.9%	1.9%	1.9%
Service Brake Op	1.1%	1.1%	1.0%
Tyres (Condition)	1.0%	1.0%	1.1%
Spray suppression	1.0%	1.2%	1.3%
Road wheels and l	0.6%	0.7%	0.7%

Note:

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

Table A1.14 Regional variation in initial test fail rates

Enforcement Group	Motor vehicles			Trailers		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
East	39.4%	37.3%	38.9%	24.8%	26.2%	26.6%
North	39.3%	37.3%	40.1%	24.6%	25.1%	25.8%
West	39.8%	36.2%	38.2%	24.4%	25.4%	26.5%
National	39.5%	36.9%	38.9%	24.6%	25.6%	26.3%

Table A1.15 Fail rates at HGVTs and DPs

	Initial			PRS			Final		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
HGVT motor vehicles									
HGVTs	40.7%	37.4%	39.4%	17.8%	14.4%	13.6%	22.9%	23.0%	25.8%
DP	33.4%	33.8%	35.9%	15.1%	15.7%	16.6%	18.3%	18.0%	19.3%
HGVT trailers									
HGVTs	25.5%	26.8%	27.5%	4.5%	4.4%	4.4%	21.0%	22.4%	23.2%
DP	22.1%	21.6%	21.6%	6.1%	5.9%	6.0%	16.0%	15.8%	15.5%

Table A1.16 Forward booking times

	% of tests available within 15 days		% of HGVTs in region achieving	
	2006/07	2005/06	2006/07	2005/06
East	97.5%	99.3%	75.0%	95.8%
North	99.9%	99.7%	100.0%	100.0%
West	98.3%	98.9%	80.8%	88.5%

Table A1.17 Voluntary tests

	2006/07	2005/06	2004/05
HGVs & PSVs			
Brake (axles)	38,260	49,416	50,133
Headlamp aim (checks)	23,249	17,837	13,239
Smoke (checks)	388	500	752
Multi check (checks)	16,505	16,491	13,906

Note:

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

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

	2006/07	2005/06	2004/05
HGV students	564	656	459
PSV students	493	559	364

Table A1.19 Baseline survey results
Full results published by VOSA this year as HGV Fleet Compliance Check 2006

HGV motor vehicles			
Number of HGVs checked	Number of prohibitions	Delayed	Immediate
3489	310	202	108
	8.9%	5.8%	3.1%
Type of prohibition by age of vehicle (based on registration)	Number checked	Delayed	Immediate
Up to 2 years	602	0.8%	0.8%
2-3 years	901	2.8%	1.8%
4-5 years	701	7.4%	2.6%
6-7 years	530	6.8%	3.2%
8-9 years	313	9.6%	6.4%
10-11 years	197	9.6%	6.1%
12-13 years	110	19.1%	8.2%
14 years and over	134	10.4%	8.2%
Not recorded	1	0.0%	0.0%
Total	3,489	5.8%	3.1%
Type of prohibition by Enforcement Group of operator	Number checked	Delayed	Immediate
Scottish	403	6.7%	2.5%
North Eastern	643	5.0%	3.3%
North Western	493	5.3%	2.8%
West Midlands	289	6.2%	2.8%
Eastern	577	4.5%	2.9%
South Eastern	253	7.1%	2.4%
Western	520	7.1%	3.1%
Welsh	177	4.5%	1.7%
Not recorded	134	7.5%	9.7%
Total	3,489	5.8%	3.1%
Type of prohibition by HGV type	Number checked	Delayed	Immediate
Articulated	1,377	4.8%	2.3%
Rigid	2,112	6.4%	3.6%
Total	3,489	5.8%	3.1%

Traffic offence	Verbal warning	Advisory prohibition or ORN	Report for prosecution
Dimensions and limiters	3	10	1
Driver licence	2	2	3
Vehicle excise duty	1	1	1
Tachograph	120	76	2
Drivers' hours	124	155	11
'O' licence illegal operator	3	7	10
'O' licence other offences	16	6	1
Plating and testing	19	34	7
Other	19	20	9
Total	307	311	45

Top ten prohibition defects (testable items)	Number of prohibition defects
Braking systems and components	102
Condition of tyres	52
Suspension	38
Spray suppression, wings & wheel arches	26
Lamps	25
Road wheels & hubs	24
Fuel tanks & systems	20
Oil leaks	18
Direction indicators and hazard warning lamps	16
Steering mechanism/Service brake operation	14

HGV trailers			
Number of trailers checked	Number of prohibitions	Delayed	Immediate
1,430	177	107	70
	12.4%	7.5%	4.9%

Type of prohibition by age of trailer (based on vehicle registration)	Number checked	Delayed	Immediate
Up to 2 years	275	5.8%	2.5%
2-3 years	438	5.7%	4.1%
4-5 years	295	8.8%	4.7%
6-7 years	234	8.5%	6.4%
8-9 years	97	10.3%	5.2%
10-11 years	42	7.1%	16.7%
12-13 years	24	16.7%	8.3%
14 years and over	25	12.0%	8.0%
Total	1,430	7.5%	4.9%

Note:
The age of the motor vehicle pulling the trailer has been used. The prohibition rates may not, therefore, truly reflect the condition of trailers of a particular age.

Type of prohibition by Traffic Area of operator	Delayed
Scottish	6.8%
North Eastern	8.6%
North Western	4.6%
West Midlands	6.3%
Eastern	6.9%
South Eastern	9.2%
Western	8.3%
Welsh	13.2%
Not recorded	8.0%
Total	7.5%

Note:
The operator of the motor vehicle pulling the trailer breakdown of data. The number of prohibitions issued operator was not recorded for trailers.

Top ten prohibition defects (testable items)
Brake systems & components
Condition of tyres
Lamps
Suspension
Service brake operation
Connections
Road wheels and hubs
Direction indicators & hazard warning lamps
Spray suppression, wings & wheel arches
Service brake performance

Table A1.20 Baseline survey results
Full results published by VOSA this year as Non-GB HGV Fleet Compliance Check 2006

HGV motor vehicles

	Number of HGVs checked	Number of prohibitions	Delayed	Immediate
	2784	612	285	327
		22.0%	10.2%	11.7%

Vehicle roadworthiness inspection by country of origin	Number checked	% of all vehicles	Delayed	Immediate
Ireland	479	17.2%	10.4%	8.8%
Netherlands	411	14.8%	8.0%	10.0%
Poland	378	13.6%	13.5%	11.9%
Germany	204	7.3%	6.4%	12.7%
France	172	6.2%	4.7%	10.5%
Spain	140	5.0%	5.0%	15.7%
Italy	134	4.8%	11.9%	15.7%
Belgium	124	4.5%	7.3%	14.5%
Czech Republic	114	4.1%	8.8%	14.9%
Northern Ireland	110	4.0%	18.2%	7.3%
Lithuania	89	3.2%	15.7%	12.4%
Hungary	72	2.6%	9.7%	18.1%
Portugal	65	2.3%	13.8%	15.4%
Slovakia	44	1.6%	18.2%	18.2%
Turkey	40	1.4%	5.0%	2.5%
Slovenia	35	1.3%	14.3%	8.6%
Romania	33	1.2%	30.3%	9.1%
Austria	28	1.0%	3.6%	32.1%
Latvia	16	0.6%	6.3%	18.8%
Bulgaria	15	0.5%	26.7%	13.3%
Denmark	12	0.4%	8.3%	8.3%
Greece	12	0.4%	16.7%	0.0%
Estonia	11	0.4%	9.1%	9.1%
Luxembourg	10	0.4%	10.0%	10.0%
Bosnia-Herzegovina	7	0.3%	0.0%	0.0%
Morocco	5	0.2%	0.0%	0.0%
Switzerland	5	0.2%	0.0%	20.0%
Sweden	4	0.1%	0.0%	0.0%
Croatia	3	0.1%	0.0%	0.0%
Macedonia	3	0.1%	0.0%	33.3%
Serbia & Montenegro	3	0.1%	0.0%	33.3%
Guernsey	1	0.0%	0.0%	0.0%
Isle of Man	1	0.0%	0.0%	0.0%
Malta	1	0.0%	0.0%	0.0%
Non-European	1	0.0%	100.0%	0.0%
Norway	1	0.0%	100.0%	0.0%
Ukraine	1	0.0%	0.0%	0.0%
Total	2784	100.0%	10.2%	11.7%

Type of prohibition by Traffic Area of check	Number checked	% of all vehicles	Delayed	Immediate
Scottish	77	2.8%	18.2%	3.9%
North Eastern	131	4.7%	6.1%	6.9%
North Western	559	20.1%	7.2%	6.6%
West Midlands	225	8.1%	6.7%	9.8%
Eastern	366	13.1%	9.3%	6.8%
South Eastern	883	31.7%	16.3%	20.3%
Western	309	11.1%	6.5%	13.9%
Welsh	234	8.4%	4.3%	3.8%
Total	2,784	100.0%	10.2%	11.7%

Type of prohibition by HGV type	Number checked	% of all vehicles	Delayed	Immediate
Articulated	2,502	89.9%	9.8%	11.6%
Rigid	282	10.1%	14.5%	13.5%
Total	2,784	100.0%	10.2%	11.7%

Traffic Offence	Verbal warning	Prohibition	Notionally reported for prosecution
Dimensions	3	5	2
Driver licence	10	4	2
Speed limiters	4	13	3
Tachograph (instrument)	15	43	4
Drivers' hours	199	388	72
Community authorisation	6	37	3
Overloading	38	227	20
Other	8	16	3
Total	283	733	109

Top ten prohibition defects (testable items)	Number of prohibition defects
Glass & view of road	182
Brake systems & components	163
Service brake operation	112
Condition of tyres	58
Lamps	39
Spray suppression, wings & wheel arches	37
Direction indicators & hazard warning lamps	30
Road wheels and hubs	27
Suspension	26
Speed limiter	25

HGV trailers	Number of trailers checked	Number of prohibitions	Delayed	Immediate
	2,693	709	395	314
		26.3%	14.7%	11.7%

Trailer roadworthiness inspection by country of origin	Number checked	% of all vehicles	Delayed	Immediate
Ireland	464	17.2%	14.9%	12.7%
Netherlands	399	14.8%	13.8%	12.8%
Poland	370	13.7%	12.2%	11.4%
Germany	192	7.1%	5.7%	6.8%
France	169	6.3%	13.6%	8.3%
Spain	140	5.2%	26.4%	10.0%
Italy	127	4.7%	18.1%	18.9%
Belgium	123	4.6%	15.4%	9.8%
Czech Republic	108	4.0%	10.2%	14.8%
Northern Ireland	106	3.9%	19.8%	10.4%
Lithuania	89	3.3%	11.2%	11.2%
Hungary	66	2.5%	13.6%	9.1%
Portugal	65	2.4%	30.8%	18.5%
Turkey	40	1.5%	5.0%	5.0%
Slovakia	39	1.4%	12.8%	12.8%
Slovenia	35	1.3%	11.4%	5.7%
Austria	27	1.0%	11.1%	18.5%
Romania	24	0.9%	16.7%	12.5%
Latvia	16	0.6%	31.3%	6.3%
Bulgaria	15	0.6%	26.7%	0.0%
Greece	12	0.4%	8.3%	16.7%
Denmark	11	0.4%	27.3%	9.1%
Estonia	11	0.4%	0.0%	18.2%
Luxembourg	10	0.4%	0.0%	20.0%
Bosnia-Herzegovina	7	0.3%	28.6%	0.0%
Morocco	5	0.2%	40.0%	20.0%
Switzerland	5	0.2%	0.0%	0.0%
Sweden	4	0.1%	50.0%	0.0%
Croatia	3	0.1%	33.3%	33.3%
Macedonia	3	0.1%	66.7%	0.0%
Serbia & Montenegro	2	0.1%	0.0%	100.0%
Guernsey	1	0.0%	0.0%	0.0%
Isle of Man	1	0.0%	0.0%	0.0%
Malta	1	0.0%	100.0%	0.0%
Non-European	1	0.0%	100.0%	0.0%
Norway	1	0.0%	0.0%	0.0%
Ukraine	1	0.0%	0.0%	100.0%
Total	2693	100.0%	14.7%	11.7%

Type of prohibition by Traffic Area of check	Number checked	% of all vehicles	Delayed	Immediate
Scottish	73	2.7%	13.7%	8.2%
North Eastern	127	4.7%	7.9%	10.2%
North Western	536	19.9%	11.9%	11.8%
West Midlands	216	8.0%	10.6%	11.1%
Eastern	357	13.3%	8.1%	7.8%
South Eastern	855	31.7%	20.6%	14.7%
Western	305	11.3%	19.3%	7.5%
Welsh	224	8.3%	10.7%	13.8%
Total	2,693	100.0%	14.7%	11.7%

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems & components	468
Condition of tyres	155
Suspension	71
Road wheels and hubs	60
Service brake operation	57
Trailer parking, emergency brake & connections	43
Spray suppression, wings & wheel arches	40
Service brake performance	35
Lamps	31
Direction indicators & hazard warning lamps	21

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

	2006/07				2005/06				2004/05			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	3,763	3,799	829	8,391	3,796	3,730	813	8,339	3,864	3,790	848	8,502
North Eastern	7,364	6,515	1,687	15,566	7,296	6,544	1,696	15,536	7,368	6,662	1,752	15,782
North Western	7,015	5,923	1,502	14,440	7,112	5,906	1,536	14,554	7,247	6,035	1,601	14,883
West Midlands	5,593	4,515	1,137	11,245	5,634	4,527	1,119	11,280	5,741	4,652	1,179	11,572
Eastern	8,068	6,563	2,346	16,977	8,042	6,560	2,379	16,981	8,167	6,663	2,456	17,286
South Eastern	5,965	4,232	1,621	11,818	6,010	4,227	1,630	11,867	6,088	4,364	1,683	12,135
Western	6,972	5,642	1,701	14,315	7,024	5,601	1,761	14,386	7,057	5,687	1,808	14,552
Welsh	3,555	2,901	586	7,042	3,568	2,817	588	6,973	3,644	2,893	608	7,145
National	48,295	40,090	11,409	99,794	48,482	39,912	11,522	99,916	49,176	40,746	11,935	101,857

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

	2006/07				2005/06				2004/05			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	7,727	18,068	5,656	31,451	7,592	17,769	5,799	31,160	7,669	20,983	6,355	35,007
North Eastern	15,426	29,206	13,879	58,511	15,160	28,857	13,630	57,647	15,412	32,253	16,102	63,767
North Western	14,817	25,704	12,705	53,226	14,652	25,597	12,645	52,894	15,239	27,910	13,832	56,981
West Midlands	11,546	20,104	9,767	41,417	11,375	20,196	9,401	40,972	11,622	21,839	10,013	43,474
Eastern	16,567	31,072	19,068	66,707	16,440	30,760	18,833	66,033	17,015	31,973	20,067	69,055
South Eastern	14,878	21,531	9,811	46,220	14,769	21,555	9,784	46,108	15,117	23,978	10,743	49,838
Western	14,559	27,347	11,868	53,774	14,514	26,720	11,907	53,141	14,640	28,481	12,509	55,630
Welsh	6,341	10,314	3,561	20,216	6,324	10,336	3,585	20,245	6,524	11,969	3,958	22,451
National	101,861	183,346	86,315	371,522	100,826	181,790	85,584	368,200	103,238	199,386	93,579	396,203

Types of HGV Operator Licence

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

- **restricted licences** authorise an operator to carry his own goods in the course of his trade or business in Great Britain and on international journeys – these accounted for 48.4% of licences in 2006/07;
- **standard national licences** authorise an operator to carry his own goods in the course of his trade or business and to carry goods for other people for hire or reward in Great Britain – these accounted for 40.2% of licences in 2006/07; and
- **standard international licences** authorise an operator to carry his own goods in the course of his trade or business, and goods for other people in Great Britain and on international journeys – these accounted for 11.4% of licences in 2006/07.

Table A1.23 HGV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
New licence	6,622	7,863	8,324	57.0%	44.6%	38.9%
Variation	583	3,341	4,300	5.0%	18.9%	20.1%
Traffic Area Office generated	1,506	2,565	3,080	13.0%	14.5%	14.4%
Enforcement Area generated	2,911	3,873	5,719	25.0%	22.0%	26.7%
Total	11,622	17,642	21,423			

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

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
New licence	43.4%	35.8%	30.3%	6,505	7,751	8,704	432	439	564	6.6%	5.7%	6.5%
Variation	6.3%	15.4%	18.1%	947	3,340	5,197	53	196	297	5.6%	5.9%	5.7%
Traffic Area Office generated	16.9%	19.6%	17.8%	2,530	4,255	5,103	254	342	411	10.0%	8.0%	8.1%
Enforcement Area generated	33.3%	29.1%	33.9%	4,992	6,308	9,744	524	711	866	10.5%	11.3%	8.9%
Total				14,974	21,654	28,748	1,263	1,688	2,138	8.4%	7.8%	7.4%

Table A1.25 HGV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	1,116	1,712	2,177	62.2%	59.0%	62.6%	37.8%	41.0%	37.4%
North Eastern	1,772	2,509	3,273	41.8%	54.8%	56.5%	58.2%	45.2%	43.5%
North Western	792	2,210	1,334	62.0%	69.9%	78.2%	38.0%	30.1%	21.8%
West Midlands	555	771	1,187	62.7%	64.9%	57.6%	37.3%	35.1%	42.4%
Eastern	1,682	3,381	4,124	57.8%	61.9%	58.3%	42.2%	38.1%	41.7%
South Eastern	1,698	1,945	2,348	47.8%	48.9%	49.2%	52.2%	51.1%	50.8%
Western	958	2,033	2,292	44.8%	58.0%	54.8%	55.2%	42.0%	45.2%
Welsh	461	775	1,093	50.8%	64.1%	60.6%	49.2%	35.9%	39.4%
National	9,034	15,336	17,828	52.3%	59.7%	58.4%	47.7%	40.3%	41.6%

Note: The number of assessments reported here is less than the number actually carried out, primarily because multi-site assessments are treated as a single assessment.

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

Enforcement Group	HGV motor vehicles						HGV trailers					
	2006/07		2005/06		2004/05		2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	1,096	10.8%	1,730	10.6%	2,318	10.2%	260	10.8%	370	9.2%	515	8.9%
North Eastern	2,002	8.9%	2,798	9.6%	3,760	8.2%	512	7.0%	736	8.8%	1,065	8.4%
North Western	2,141	9.3%	2,780	9.7%	3,566	9.6%	511	6.7%	749	5.7%	971	6.2%
West Midlands	1,316	9.3%	1,989	9.8%	2,227	8.1%	312	10.9%	468	9.8%	569	7.7%
Eastern	1,468	3.4%	2,870	2.8%	3,985	3.5%	312	2.6%	596	2.5%	1,013	1.8%
South Eastern	2,037	8.8%	2,461	6.6%	3,136	7.7%	260	7.3%	299	7.0%	542	8.5%
Western	1,544	9.0%	2,267	8.2%	2,861	7.8%	349	10.6%	463	8.6%	723	8.6%
Welsh	680	11.0%	845	8.4%	1,205	6.6%	174	4.0%	233	3.9%	292	7.5%
National	12,284	8.6%	17,740	8.0%	23,058	7.6%	2,690	7.5%	3,914	7.0%	5,690	6.8%

Notes:

Excludes emissions-only checks on HGV motor vehicles but includes foreign vehicles. Only one prohibition notice is issued per vehicle, although it may contain a list of defects/offences where more than one has been found.

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

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

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

Category	2006/07			2005/06			2004/05		
	Number of checks	Number prohibited	Prohibition rate	Number of checks	Number prohibited	Prohibition rate	Number of checks	Number prohibited	Prohibition rate
UK	56,358	18,753	33.3%	75,893	19,645	25.9%	83,919	19,315	23.0%
Foreign	31,010	13,279	42.8%	14,839	5,396	36.4%	13,912	4,388	31.5%
Total	87,368	32,032	36.7%	90,732	25,041	27.6%	97,831	23,703	24.2%
Emissions	6,706	34	0.5%	6,071	289	4.8%	6,234	16	0.3%
Fleet	14,974	1,263	8.4%	21,654	1,688	7.8%	28,748	2,138	7.4%
Sift Checks	28,460	-	-	18,611	-	-	12,404	-	-

Note:

Excluded here are mechanical prohibitions which were issued during a Traffic Examination. These number 719.

Also included here are encounters and mechanical prohibitions where a VE has weighed a vehicle.

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

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

Enforcement Group	HGV motor vehicles						HGV trailers					
	2006/07		2005/06		2004/05		2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	7,177	27.5%	7,924	22.4%	9,175	23.0%	2,697	28.8%	2,864	25.6%	3,404	24.0%
North Eastern	7,157	33.2%	10,126	26.7%	10,470	23.8%	2,227	39.8%	2,947	30.3%	3,418	23.6%
North Western	6,698	28.3%	7,714	24.8%	7,499	24.0%	2,073	40.2%	2,602	31.6%	3,255	30.5%
West Midlands	3,264	36.0%	3,998	32.5%	4,934	25.5%	931	41.7%	1,381	32.9%	2,004	24.2%
Eastern	4,918	29.8%	6,200	21.3%	7,726	15.9%	1,907	43.5%	2,054	31.0%	2,854	16.7%
South Eastern	5,300	33.6%	10,551	23.5%	8,632	26.7%	1,706	31.9%	2,774	25.9%	3,163	36.2%
Western	5,752	36.0%	8,425	25.4%	10,609	18.7%	2,151	48.3%	2,752	37.0%	3,633	21.8%
Welsh	1,764	28.6%	2,464	20.7%	3,389	19.8%	494	34.6%	753	22.0%	837	25.8%
Unknown	95	24.2%	283	13.4%	-	-	47	40.4%	81	24.7%	-	-
National	42,125	31.5%	57,685	24.6%	62,434	22.2%	14,233	38.5%	18,208	30.0%	22,568	25.4%

Notes:

Excludes emissions-only checks and foreign checks on HGV motor vehicles. Only one prohibition notice is issued per vehicle, although it may contain a list of defects/offences where more than one has been found.

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

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

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

Enforcement Group	HGV motor vehicles						HGV trailer					
	2006/07		2005/06		2004/05		2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	176	26.7%	70	21.4%	186	12.9%	157	40.1%	67	34.3%	169	26.0%
North Eastern	503	21.1%	357	17.6%	466	9.9%	532	30.1%	334	25.1%	411	23.6%
North Western	1,841	24.6%	1,465	27.6%	1,254	26.3%	1,488	55.4%	1,274	56.9%	1,106	55.1%
West Midlands	818	35.9%	515	35.9%	608	21.5%	764	45.9%	481	41.2%	587	35.4%
Eastern	1,487	31.9%	951	22.9%	824	12.4%	1,337	34.0%	828	32.7%	862	18.2%
South Eastern	8,372	48.6%	2,922	38.5%	2,198	37.8%	8,238	45.6%	2,826	42.0%	2,155	51.1%
Western	1,530	38.9%	680	31.8%	800	14.0%	1,377	56.4%	589	47.5%	745	24.4%
Welsh	1,113	21.1%	714	16.5%	789	14.3%	1,057	52.2%	702	38.2%	752	40.0%
Unknown	116	21.6%	31	25.8%	-	-	104	38.5%	33	21.2%	-	-
National	15,956	39.5%	7,705	30.5%	7,125	23.7%	15,054	46.4%	7,134	42.7%	6,787	39.8%

Note:

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

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

Country	Number of checks	Prohibitions	Prohibition rate
Eire	3,099	1040	33.6%
Poland	2,288	1068	46.7%
Netherlands	1,827	537	29.4%
Spain	1,442	496	34.4%
Germany	896	365	40.7%
France	893	281	31.5%
Italy	781	334	42.8%
Belgium	654	268	41.0%
Portugal	556	273	49.1%
Lithuania	482	224	46.5%

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

Country	Number of checks	Prohibitions	Prohibition rate
Eire	2,767	1622	58.6%
Poland	2,067	883	42.7%
Netherlands	1,813	779	43.0%
Spain	1,442	826	57.3%
France	886	401	45.3%
Germany	815	204	25.0%
Italy	757	388	51.3%
Belgium	700	333	47.6%
Portugal	544	333	61.2%
Lithuania	435	172	39.5%

Table A1.32 Results of spot checks by VOSA Enforcement Group where operator based

Enforcement Group where operator based	2006/07		2005/06		2004/05	
	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate	Number of vehicles examined	Spot check prohibitions rate
HGV motor vehicles						
Scottish	6,035	27.3%	6,749	22.6%	7,940	21.5%
North Eastern	6,745	29.5%	9,412	19.0%	10,812	19.9%
North Western	6,119	29.4%	7,325	31.0%	7,893	21.5%
West Midlands	3,360	31.8%	4,367	26.6%	5,203	20.4%
Eastern	5,297	28.9%	7,285	20.1%	8,371	16.5%
South Eastern	3,682	33.0%	7,324	22.7%	6,358	23.2%
Western	4,279	31.5%	6,818	22.8%	8,437	18.2%
Welsh	2,067	31.7%	2,822	24.8%	3,461	20.9%
HGV trailers						
Scottish	2,222	29.3%	2,390	26.4%	2,735	23.9%
North Eastern	2,387	36.3%	3,139	29.1%	3,781	24.2%
North Western	1,856	35.5%	2,450	27.8%	2,967	25.0%
West Midlands	1,060	40.7%	1,409	32.0%	1,683	25.4%
Eastern	2,102	37.2%	2,651	26.1%	3,119	21.5%
South Eastern	906	35.3%	1,431	26.8%	1,480	24.8%
Western	1,440	39.4%	2,122	30.8%	2,683	23.9%
Welsh	762	41.9%	1,036	30.6%	1,256	25.2%

Note:

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

Table A1.33 HGV exhaust emissions spot checks by VOSA Enforcement Group

Enforcement Group	Number of vehicles examined			Prohibitions			Prohibition rate		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	665	727	790	4	3	5	0.6%	0.4%	0.6%
North Eastern	1,210	1,014	882	6	8	2	0.5%	0.8%	0.2%
North Western	1,323	907	1,006	8	9	2	0.6%	1.0%	0.2%
West Midlands	589	540	585	2	1	1	0.3%	0.2%	0.2%
Eastern	722	836	870	6	3	2	0.8%	0.4%	0.2%
South Eastern	1,093	972	898	3	6	0	0.3%	0.6%	0.0%
Western	750	740	859	3	7	2	0.4%	0.9%	0.2%
Welsh	354	335	344	2	2	2	0.6%	0.6%	0.6%
National	6,706	6,071	6,234	34	39	16	0.5%	0.6%	0.3%

Note:

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

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

Licence type	HGV motor vehicles						HGV trailers					
	2006/07		2005/06		2004/05		2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Restricted	9,301	32.4%	12,888	25.4%	12,895	22.2%	615	41.6%	781	28.2%	492	28.3%
Standard national	18,166	30.7%	25,208	23.9%	26,933	21.2%	6,031	36.6%	7,990	28.9%	5,073	24.0%
Standard international	8,960	25.0%	12,262	18.8%	14,390	15.6%	5,627	34.7%	7,332	27.6%	5,099	21.0%

Note:

Excludes checks where licence type was not known or recorded.

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

Prohibition defect	2006/07	2005/06	2004/05
Brake Systems and Components	10.8%	8.7%	7.6%
Condition of Tyres	4.9%	4.0%	3.5%
Service Brake Operation	3.5%	1.7%	2.4%
Glass/View of Road	3.4%	1.0%	2.6%
Suspension	3.0%	2.8%	2.0%
Service Brake Performance	2.9%	2.6%	1.2%
Road Wheels and Hubs	2.7%	2.2%	1.3%
Lamps	2.1%	1.8%	1.4%
Spray Suppression, Wings and Wheel Arches	2.0%	1.4%	1.2%
Steering Mechanism	1.9%	1.5%	1.1%

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

Prohibition defect	2006/07	2005/06	2004/05
Brake Systems and Components	23.8%	17.5%	16.2%
Condition of Tyres	7.4%	5.3%	4.4%
Trailer Parking and Emergency Brakes and Air Line Connections	4.4%	3.2%	2.4%
Spray Suppression, Wings and Wheel Arches	4.4%	3.1%	1.7%
Service Brake Performance	4.1%	3.9%	3.2%
Service Brake Operation	3.8%	3.0%	2.4%
Suspension	3.8%	3.2%	2.8%
Road Wheels and Hubs	3.1%	2.1%	1.6%
Lamps	2.5%	2.3%	1.6%
Direction Indicators and Hazard Warning lamps	1.5%	1.2%	0.9%

Note:

The way the data is reported has changed and is now consistent with the way defect items at annual tests are reported.

Multiple occurrences of the same defect item are only counted once. The reports only include prohibitable defects.

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

	Number examined (inc the number weighed)	Prohibited for drivers' hours, tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
UK	50,335	4,901	9.7%	15,380	3,325	21.6%
Foreign	27,017	6,376	23.6%	9,891	2,620	26.5%
Total	77,352	11,277	14.6%	25,271	5,945	23.5%
2005/06						
UK	74,239	6,182	8.3%	26,802	3,509	13.1%
Foreign	17,538	4,403	25.1%	8,110	1,423	17.5%
Total	91,777	10,585	11.5%	34,912	4,932	14.1%
2004/05						
UK	80,418	5,416	6.7%	31,082	3,010	9.7%
Foreign	15,680	3,255	20.8%	7,935	1,070	13.5%
Total	96,098	8,671	9.0%	39,017	4,080	10.5%

Note:

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

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Scottish	6,078	659	10.8%	1,282	364	28.4%
North Eastern	10,207	783	7.7%	2,809	505	18.0%
North Western	6,868	794	11.6%	2,137	508	23.8%
West Midlands	5,881	651	11.1%	1,729	556	32.2%
Eastern	6,895	704	10.2%	2,268	458	20.2%
South Eastern	2,573	321	12.5%	2,363	401	17.0%
Western	5,273	566	10.7%	2,143	372	17.4%
Welsh	6,560	423	6.4%	649	161	24.8%
National	50,335	4,901	9.7%	15,380	3,325	21.6%
2005/06						
Scottish	7,654	851	11.1%	1,811	357	19.7%
North Eastern	13,213	1,068	8.1%	4,281	495	11.6%
North Western	9,136	672	7.4%	3,239	575	17.8%
West Midlands	8,339	798	9.6%	2,886	571	19.8%
Eastern	9,863	815	8.3%	5,026	480	9.6%
South Eastern	10,960	1,033	9.4%	4,648	467	10.0%
Western	11,314	654	5.8%	3,753	385	10.3%
Welsh	3,760	291	7.7%	1,158	179	15.5%
National	74,239	6,182	8.3%	26,802	3,509	13.1%
2004/05						
Scottish	8,488	863	10.2%	2,023	358	17.7%
North Eastern	13,582	1,052	7.7%	4,168	432	10.4%
North Western	10,323	599	5.8%	3,570	498	13.9%
West Midlands	7,925	700	8.8%	3,796	368	9.7%
Eastern	11,134	582	5.2%	6,252	398	6.4%
South Eastern	11,006	848	7.7%	4,469	407	9.1%
Western	13,091	547	4.2%	4,769	354	7.4%
Welsh	4,869	225	4.6%	2,035	195	9.6%
National	80,418	5,416	6.7%	31,082	3,010	9.7%

Note:

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

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Scottish	532	171	32.1%	84	27	32.1%
North Eastern	695	74	10.6%	313	104	33.2%
North Western	3,378	941	27.9%	1,132	379	33.5%
West Midlands	1,632	344	21.1%	700	215	30.7%
Eastern	4,101	1,185	28.9%	1,557	352	22.6%
South Eastern	11,779	2,436	20.7%	3,814	902	23.6%
Western	2,039	308	15.1%	1,074	330	30.7%
Welsh	2,861	917	32.1%	1,217	311	25.6%
National	27,017	6,376	23.6%	9,891	2,620	26.5%
2005/06						
Scottish	480	144	30.0%	134	35	26.1%
North Eastern	1,011	84	8.3%	535	110	20.6%
North Western	2,666	777	29.1%	1,130	350	31.0%
West Midlands	1,432	287	20.0%	499	128	25.7%
Eastern	2,933	735	25.1%	1,470	237	16.1%
South Eastern	5,153	1,423	27.6%	2,618	306	11.7%
Western	1,817	388	21.4%	861	128	14.9%
Welsh	2,046	565	27.6%	863	129	14.9%
National	17,538	4,403	25.1%	8,110	1,423	17.5%

Note:

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

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

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Eire	5,716	2,081	36.4%
Netherlands	3,799	842	22.2%
Poland	3,289	546	16.6%
Spain	2,050	325	15.9%
Germany	1,777	543	30.6%
France	1,383	113	8.2%
Italy	1,080	269	24.9%
Belgium	1,035	196	18.9%
Hungary	871	226	25.9%
Lithuania	765	122	15.9%

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

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Eire	2,327	752	32.3%
Netherlands	1,222	329	26.9%
Poland	1,150	248	21.6%
Spain	918	359	39.1%
Germany	635	158	24.9%
France	622	178	28.6%
Italy	334	67	20.1%
Belgium	320	82	25.6%
Hungary	291	46	15.8%
Lithuania	262	47	17.9%

Table A1.40 Hazchem inspections and prohibitions

	Inspections of hazchems			Hazchem prohibitions			Prohibition rate		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	300	364	348	83	62	56	27.7%	17.0%	16.1%
North Eastern	678	799	812	66	50	51	9.7%	6.3%	6.3%
North Western	572	756	685	88	85	62	15.4%	11.2%	9.1%
West Midlands	646	656	693	46	36	30	7.1%	5.5%	4.3%
Eastern	731	957	946	46	43	34	6.3%	4.5%	3.6%
South Eastern	727	745	761	46	62	66	6.3%	8.3%	8.7%
Western	265	614	788	52	44	25	19.6%	7.2%	3.2%
Wales	416	399	444	16	16	10	3.8%	4.0%	2.3%
National	4,335	5,290	5,477	443	398	334	10.2%	7.5%	6.1%

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Restricted	11,782	1,438	12.2%	3,905	1,120	28.7%
Standard national	20,416	1,590	7.8%	5,818	1,004	17.3%
Standard international	12,073	728	6.0%	3,663	561	15.3%
2005/06						
Restricted	15,189	1,432	9.4%	5,843	1,084	18.6%
Standard national	28,917	2,159	7.5%	10,040	956	9.5%
Standard international	17,496	1,032	5.9%	6,193	557	9.0%
2004/05						
Restricted	15,561	1,284	8.3%	6,035	863	14.3%
Standard national	33,319	1,959	5.9%	12,724	1,038	8.2%
Standard international	21,223	1,107	5.2%	8,403	503	6.0%

Note: Excludes checks where licence type was not known or recorded.

Table A1.42 HGV offences prosecuted

Enforcement Group	Offences found and action taken									
	Drivers' hours, tachograph & records			Overloading			Other			Reported for prosecution
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	
2006/07										
Scottish	285	249	87.4%	89	72	80.9%	84	62	73.8%	458
North Eastern	1,647	1,527	92.7%	144	135	93.8%	514	452	87.9%	2,305
North Western	1,218	952	78.2%	115	106	92.2%	378	331	87.6%	1,711
West Midlands	615	564	91.7%	215	197	91.6%	316	277	87.7%	1,146
Eastern	581	472	81.2%	121	111	91.7%	343	295	86.0%	1,045
South Eastern	755	580	76.8%	113	112	99.1%	385	341	88.6%	1,253
Western	616	510	82.8%	133	128	96.2%	337	298	88.4%	1,086
Welsh	402	354	88.1%	42	39	92.9%	192	133	69.3%	636
National	6,119	5,208	85.1%	972	900	92.6%	2,549	2,189	85.9%	9,640
2005/06										
Scottish	258	207	80.2%	108	101	93.5%	144	124	86.1%	510
North Eastern	1,640	1,187	72.4%	127	121	95.3%	482	419	86.9%	2,249
North Western	1,337	1,217	91.0%	123	118	95.9%	243	202	83.1%	1,703
West Midlands	946	823	87.0%	118	105	89.0%	347	294	84.7%	1,411
Eastern	814	688	84.5%	127	118	92.9%	384	331	86.2%	1,325
South Eastern	757	691	91.3%	131	128	97.7%	516	408	79.1%	1,404
Western	768	724	94.3%	140	136	97.1%	457	392	85.8%	1,365
Welsh	451	392	86.9%	57	53	93.0%	162	126	77.8%	670
National	6,971	5,929	85.1%	931	880	94.5%	2,735	2,296	83.9%	10,637
2004/05										
Scottish	176	149	84.7%	84	64	76.2%	108	77	71.3%	368
North Eastern	1,442	1,252	86.8%	133	125	94.0%	412	339	82.3%	1,987
North Western	1,626	1,417	87.1%	175	156	89.1%	349	302	86.5%	2,150
West Midlands	1,201	558	46.5%	112	101	90.2%	224	206	92.0%	1,537
Eastern	888	710	80.0%	162	153	94.4%	344	296	86.0%	1,394
South Eastern	600	515	85.8%	172	157	91.3%	510	444	87.1%	1,282
Western	684	627	91.7%	151	144	95.4%	380	340	89.5%	1,215
Welsh	545	514	94.3%	47	42	89.4%	136	124	91.2%	728
National	7,162	5,742	80.2%	1,036	942	90.9%	2,463	2,128	86.4%	10,661

Notes:

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

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

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

Table A1.43 HGV cases taken to Traffic Commissioners

Enforcement Group	Cases						Outcome											
				Revocation			Curtailment			Suspension			Warning			No action		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	15	12	15	4	2	1	2	2	8	3	3	4	5	3	2	1	0	0
North Eastern	1		0	0		0	0	0	0	0	0	0	1	3	0	0	0	0
North Western	0	70	1	0	1	0	0	0	0	0	0	0	0	69	1	0	0	0
West Midlands	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Eastern	1	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
South Eastern	38	27	14	35	7	4	1	15	5	1	1	2	1	4	3	0	0	0
Western	1		0	0		0	1		0	0		0	0		0		0	0
Welsh	2	11	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0
National	58	122	30	40	11	5	4	20	13	5	4	6	8	76	6	1	0	0

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/records			Other			Total		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2004/05	2003/04
Scottish	443	114	402	1,712	392	241	1,539	22	1,824	3,694	528	2,467
North Eastern	8		0	0		0	0	0	0	8	0	0
North Western	0	1,066	0	0	1,021	0	0	140	0	2,087	140	
West Midlands	0	0	0	0	46	0	0	0	0	0	46	0
Eastern	316	0	0	324	0	0	132	1	0	772	1	0
South Eastern	222	894	198	2,159	4,070	780	93	164	184	2,474	5,128	1,162
Western	17		0	53		0	6	0	0	76	0	0
Welsh	18	276	0	1,056	264	0	0	0	0	1,074	540	0
National	1,024	2,350	600	5,304	5,793	1,021	1,770	187	2,148	8,098	8,330	3,769

Notes:

It is left to each Enforcement Group to decide, in accordance with guidelines agreed with the Traffic Commissioners (TCs), whether a case should be taken direct to TCs. Not every Enforcement Group may need to take any cases direct to TCs in any given year.

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

Table A1.44 Top ten offences

Offence	England & Wales									Scotland									
	Number reported			Number of convictions			Average fine upon conviction			Number reported			Number of convictions			Average fine upon conviction			
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	£	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	£	2006/07	2005/06
Tacho/records	3,346	3,723	4,153	2,592	3,014	3,001	£ 134.14	£156.80	£130.77	113	127	77	101	94	62	£ 62.45	£ 82.39	£ 82.02	
Drivers hours	2,644	2,990	2,853	2,367	2,708	2,592	£ 119.13	£119.48	£117.88	172	131	99	148	113	87	£ 53.72	£ 90.84	£ 59.60	
Overloading	883	823	952	828	779	878	£ 622.37	£501.34	£399.94	89	108	84	72	101	64	£ 188.26	£127.72	£165.63	
No 'O' Licence	721	799	740	661	724	666	£ 490.63	£395.82	£405.77	28	46	38	22	41	32	£ 54.09	£ 90.85	£ 95.31	
C & U	639	610	663	501	525	611	£ 332.21	£309.45	£281.98	19	29	16	15	22	9	£ 149.33	£ 67.73	£111.11	
Driver licence	529	489	407	424	411	331	£ 160.98	£130.96	£146.93	13	36	23	11	32	17	£ 61.36	£ 78.91	£ 55.59	
Plating & Testing	280	219	187	259	199	165	£ 226.46	£214.48	£224.82	8	18	12	4	15	7	£ 250.00	£176.00	£ 32.86	
Miscellaneous	265	245	208	179	164	159	£ 246.29	£263.74	£257.21	12	8	15	8	8	8	£ 143.75	£ 46.88	£162.50	
Other 'O' licence	87	155	89	60	89	71	£ 417.58	£401.35	£287.18	3	6	4	1	5	4	£ 230.00	£ 90.00	£ -	
Vehicle excise duty	52	66	61	40	53	48	£ 216.38	£132.97	£176.74	1	1		1	1		£ -	£ -		
Overall	9,452	10,127	10,642	7,914	8,673	8,531	£ 232.68	£209.84	£193.38	458	510	368	383	432	290	£ 89.55	£ 97.49	£ 94.47	

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

Table A1.45 Impounding

Enforcement Group	2006/07	2005/06	2004/05
Scottish	6	8	6
North Eastern	32	45	19
North Western	17	13	25
West Midlands	18	12	3
Eastern	49	49	30
South Eastern	94	59	51
Western	22	41	30
Welsh	5	9	6
National	243	236	170

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

Annex 2: The Public Service Vehicle Fleet

Summary

Annual Testing

- Initial fail rates increased from 25.7% in 2005/06 to 27.8% in 2006/07.
- Final fail rates increased very slightly from 14.9% to 15%.
- Vehicles able to pass after rectification at the station (PRS) of minor defects during the test increased from 10.9% to 12.8%.
- Headlamp aim remains by far the most common cause of test failure, the incidence increasing from 10.9% in 2005/06 to 14.5% in 2006/07.

Operator Licensing

- The number of operator licences in issue was 9,009, up 1.9% on 2005/06.
- The number of vehicles on licence was 90,110, up 1.4% on 2005/06.

Roadworthiness Enforcement

- At fleet checks:
 - the number of checks decreased by 6.7%;
 - the number of prohibitions issued increased by 23.3%; and
 - the prohibition rate increased from 10.9% to 14.4%.
- At spot checks:
 - the number of UK PSV checks increased by 8.0%;
 - the number of prohibitions issued increased by 15.2%; and
 - the UK prohibition rate increased from 15.9% to 16.9%.
 - the number of foreign PSV checks decreased by 9.6%;
 - the number of prohibitions issued increased by 30.4%; and
 - the foreign prohibition rate increased from 13.4% to 19.3%.
- At fleet and spot checks combined, brake systems and components remains the most common defect item, with a small increase in the percentage incidence from 3.0% in 2005/06 to 3.5% in 2006/07.

Traffic Enforcement

- For drivers' hours/tachograph/records:
 - the number of UK vehicles examined decreased by 17.2%;
 - the number of prohibitions issued decreased by 3.9%;
 - the prohibition rate increased from 4.9% to 5.7%;

- the number of foreign vehicles examined decreased by 39.4%;
- the number of prohibitions issued increased by 123.3%;

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

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2006/07							
Annual	81,684	22,692	12,235	10,456	27.8%	15.0%	12.8%
Re-tests	10,923		880			8.1%	
2005/06							
Annual	81,355	20,916	12,083	8,827	25.7%	14.9%	10.9%
Re-tests	10,995		784			7.1%	
2004/05							
Annual	80,469	21,495	13,045	8,450	26.7%	16.2%	10.5%
Re-tests	12,684	-	1,076	-	-	8.5%	-

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

Table A2.2 PSV initial test failure rate by age

Age	2006/07	2005/06	2004/05
Up to 1 year	8.2%	8.3%	8.7%
2 years	14.3%	13.2%	14.1%
3 years	18.1%	15.2%	17.1%
4 years	20.8%	16.7%	16.5%
5 years	21.9%	19.1%	19.1%
6 years	22.7%	21.6%	22.3%
7 years	24.5%	23.2%	23.1%
8 years	24.4%	22.6%	24.9%
9 years	25.6%	24.6%	25.7%
10 years	27.2%	25.6%	26.1%
11 years	28.2%	25.8%	27.1%
12+ years	37.2%	35.4%	36.8%

Table A2.3 Age distribution of buses and coaches licensed at end of year

Age	2006	2005	2004
Up to 1 year	6.8%	7.4%	7.6%
1 year	7.1%	7.4%	7.6%
2 years	7.3%	7.4%	6.9%
3 years	7.4%	6.8%	5.9%
4 years	6.7%	5.9%	7.0%
5 years	5.7%	6.9%	7.4%
6 years	6.7%	7.2%	7.5%
7 years	6.9%	7.3%	7.0%
8 years	6.9%	6.6%	6.4%
9 years	6.2%	6.0%	6.1%
10 years	5.5%	5.5%	4.6%
11 years	4.9%	4.1%	3.5%
12 years	3.5%	3.0%	2.9%
Over 12 years	18.4%	18.5%	19.5%

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

Fleet size	2006/07	2005/06	2004/05
1	52.6%	49.3%	52.8%
2-5	53.1%	48.6%	51.2%
6-10	47.2%	43.8%	46.1%
11-20	42.6%	39.6%	42.2%
21-30	37.0%	35.4%	32.8%
31-40	29.5%	26.1%	26.6%
41-50	29.8%	27.6%	24.3%
51-100	22.6%	22.0%	23.6%
>101	18.0%	17.9%	10.9%

Note:

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

Table A2.5 Fleet size distribution across PSV fleet

Fleet size	2006/07	2005/06	2004/05
1	34.3%	33.8%	33.2%
2-5	37.4%	37.1%	37.6%
6-10	13.1%	13.8%	13.5%
11-20	8.3%	8.3%	8.5%
21-30	2.8%	2.8%	3.0%
31-40	1.0%	1.1%	1.1%
41-50	0.6%	0.6%	0.5%
51-100	1.1%	1.2%	1.0%
>101	1.4%	1.5%	1.5%

Note:

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

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

2006/07 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	1,140	167	973	14.6%	85.4%	49.7%	53.2%
2-5	3,925	933	2,992	23.8%	76.2%	49.5%	54.2%
6-10	4,309	1,584	2,725	36.8%	63.2%	43.8%	48.7%
11-20	5,041	2,395	2,646	47.5%	52.5%	40.3%	44.6%
21-30	3,035	1,383	1,652	45.6%	54.4%	35.7%	37.8%
31-40	1,805	674	1,131	37.3%	62.7%	27.2%	31.0%
41-50	1,109	421	688	38.0%	62.0%	29.9%	28.6%
51-100	3,407	1,551	1,856	45.5%	54.5%	22.4%	22.6%
101+	10,750	3,050	7,700	28.4%	71.6%	15.0%	18.9%
Total	34,521	12,158	22,363	35.2%	64.8%	31.6%	34.2%

2005/06 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	654	96	558	14.7%	85.3%	44.8%	48.7%
2-5	3,651	859	2,792	23.5%	76.5%	45.9%	49.9%
6-10	4,066	1,575	2,491	38.7%	61.3%	43.2%	45.4%
11-20	5,361	2,548	2,813	47.5%	52.5%	38.4%	40.9%
21-30	3,095	1,768	1,327	57.1%	42.9%	33.4%	36.4%
31-40	1,934	809	1,125	41.8%	58.2%	33.6%	29.8%
41-50	1,058	426	632	40.3%	59.7%	27.7%	25.6%
51-100	3,904	1,693	2,211	43.4%	56.6%	20.9%	20.3%
101+	23,839	7,138	16,701	29.9%	70.1%	10.5%	9.2%
Total	47,562	16,912	30,650	35.6%	64.4%	24.7%	22.5%

Note:

Data drawn from a sample of the annual tests undertaken during the year.

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

Testable items	2006/07	2005/06	2004/05
Headlamp Aim	14.5%	10.9%	10.9%
Body (Interior)	4.0%	4.1%	4.5%
Brake System Components	3.8%	3.6%	3.9%
Lamps	3.7%	3.5%	3.8%
Doors and Emergency Exits	3.2%	3.3%	3.4%
Service Brake Performance	3.2%	3.1%	3.4%
Seat Belts	2.7%	2.5%	2.7%
Suspension	1.7%	1.7%	1.9%
Steering Mechanism	1.7%	1.7%	1.9%
Secondary brake	1.6%	1.6%	1.8%

Note:

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

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

	2006/07	2005/06	2004/05
Fail rate	0.7%	0.7%	0.9%

Table A2.9 Regional variation in PSV test fail rates

Enforcement Group	2006/07	2005/06	2004/05
East	23.9%	22.3%	23.2%
North	28.6%	26.5%	27.6%
West	31.6%	29.9%	29.9%
National	27.8%	25.7%	26.7%

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

	Initial			Pass after Rectification			Final		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
HGVTs	36.0%	33.8%	33.9%	16.2%	13.0%	12.3%	19.8%	19.8%	21.6%
DP	14.1%	13.2%	13.6%	7.2%	7.1%	7.2%	7.0%	6.1%	6.4%

Table A2.11 PSV baseline survey results 2005/06

Note: There was no survey in 2006/07 so this is the latest data available.

Number of PSVs checked	Number of prohibitions	Delayed	Immediate
1396	85	52	33
	6.1%	3.7%	2.4%

Type of prohibition by age of vehicle (based on registration)	Number checked	Delayed	Immediate
0-1 years	136	2.9%	0.0%
2-3 years	178	0.6%	2.2%
4-5 years	133	3.8%	2.3%
6-7 years	196	5.6%	0.5%
8-9 years	209	4.8%	2.4%
10-11 years	150	5.3%	4.7%
12- 13 years	70	4.3%	1.4%
14 - 15 years	80	3.8%	0.0%
16- 17 years	74	2.7%	2.7%
18 -19 years	56	3.6%	5.4%
20 -24 years	92	3.3%	6.5%
25 years and older	21	0.0%	4.8%
Unknown age	1	0.0%	0.0%
Total	1396	3.7%	2.4%

Type of prohibition by Enforcement Group of operator	Number checked	Delayed	Immediate
Scottish	176	4.5%	0.6%
North Eastern	224	4.0%	2.7%
North Western	267	2.6%	2.6%
West Midlands	83	3.6%	4.8%
Eastern	131	1.5%	0.8%
South Eastern	250	3.2%	1.6%
Western	209	5.3%	4.3%
Welsh	56	7.1%	1.8%
Total	1,396	3.7%	2.4%

Type of prohibition by PSV type	Number checked	Delayed	Immediate
Articulated	4	0.0%	25.0%
Double deck bus	310	2.6%	2.3%
Single deck bus	444	5.4%	1.4%
Minibus	178	4.5%	1.7%
Double deck coach	8	0.0%	0.0%
Single deck coach	451	2.7%	3.5%
Not given	1	0.0%	0.0%
Total	1396	3.7%	2.4%

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems and components	18
Fuel tanks & systems	12
Suspension	12
Interior of body, passenger entrance, exit steps & platforms	9
Seat belts	8
Condition of tyres	8
Passenger doors, driver doors & emergency exits	7
Steering mechanism	4
Oil leaks & waste/Road wheels & hubs	3
Exhaust systems/Lamps	3

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

	2006/07					2005/06					2004/05				
	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total
Scottish	336	0	526	173	1,035	310	0	525	176	1,011	317	0	536	181	1,034
North Eastern	728	45	448	375	1,596	673	45	445	380	1,543	600	44	445	399	1,488
North Western	641	25	454	272	1,392	587	25	462	287	1,361	561	25	470	289	1,345
West Midlands	286	9	243	212	750	256	9	229	220	714	245	7	222	231	705
Eastern	406	14	419	405	1,244	378	14	421	419	1,232	354	12	403	423	1,192
South Eastern	273	2	342	448	1,065	276	2	331	452	1,061	249	2	330	456	1,037
Western	370	11	410	347	1,138	372	11	422	356	1,161	373	10	416	369	1,168
Welsh	328	14	237	210	789	288	14	239	219	760	287	12	243	215	757
National	3,368	120	3,079	2,442	9,009	3,140	120	3,074	2,509	8,843	2,986	112	3,065	2,563	8,726

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

	2006/07					2005/06					2004/05				
	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total	Restricted	Special restricted	Standard national	Standard international	Total
Scottish	549	0	4,881	5,464	10,894	529	0	4,726	5,468	10,723	547	0	4,495	5,598	10,640
North Eastern	971	45	3,051	9,472	13,539	921	45	3,005	9,398	13,369	830	44	2,965	9,519	13,358
North Western	908	25	3,779	7,445	12,157	837	25	3,636	7,427	11,925	800	25	3,782	7,307	11,914
West Midlands	399	9	3,851	3,059	7,318	367	9	3,726	3,062	7,164	349	7	3,393	3,339	7,088
Eastern	561	14	4,201	6,649	11,425	511	14	4,018	6,752	11,295	485	12	3,814	6,959	11,270
South Eastern	403	2	4,158	12,390	16,953	409	2	4,085	12,454	16,950	383	2	3,121	13,464	16,970
Western	535	11	4,011	7,178	11,735	543	11	3,936	7,132	11,622	550	10	3,868	7,154	11,582
Welsh	451	14	1,373	4,251	6,089	409	14	1,344	4,050	5,817	396	12	1,321	4,135	5,864
National	4,777	120	29,305	55,908	90,110	4,526	120	28,476	55,743	88,865	4,340	112	26,759	57,475	88,686

Types of PSV operator licence

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

- **restricted licences** authorise an operator to use up to two PSVs, neither of which may be adapted to carry more than eight passengers, although vehicles carrying up to 16 passengers may be used incidentally to the operator's main occupation, for operations in Great Britain and abroad – these accounted for 37.4% of licences in 2006/07;
- **special restricted licences** authorise an operator who already holds a hackney carriage licence to use one or more licensed taxis to provide a registered local bus service – these accounted for 1.3% of licences in 2006/07;
- **standard national licences** authorise an operator to carry passengers for operations in Great Britain in any size of PSV – these accounted for 34.2% of licences in 2006/07; and
- **standard international licences** authorise an operator to carry passengers for operations in Great Britain, Northern Ireland and abroad – these accounted for 27.1% of licences in 2006/07.

Table A2.14 PSV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
New licence	1,008	991	1,004	41.4%	36.1%	31.8%
Variation	118	485	544	4.8%	17.7%	17.2%
Traffic Area Office generated	356	389	475	14.6%	14.2%	15.0%
Enforcement Area generated	953	878	1,139	39.1%	32.0%	36.0%
Total	2,435	2,743	3,162			

Note:

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

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

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
New licence	23.7%	22.4%	20.6%	950	960	1,066	72	64	81	7.6%	6.7%	7.6%
Variation	5.6%	12.4%	12.7%	226	534	655	19	28	40	8.4%	5.2%	6.1%
Traffic Area Office generated	20.0%	21.3%	19.7%	802	915	1,020	137	116	123	17.1%	12.7%	12.1%
Enforcement Area generated	50.6%	43.9%	47.0%	2,028	1,885	2,432	349	260	331	17.2%	13.8%	13.6%
Total				4,006	4,294	5,173	577	468	575	14.4%	10.9%	11.1%

Note:

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

Table A2.16 PSV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	204	278	415	65.2%	66.9%	57.6%	34.8%	33.1%	42.4%
North Eastern	356	399	461	44.1%	56.6%	56.4%	55.9%	43.4%	43.6%
North Western	259	138	171	61.8%	55.1%	69.0%	38.2%	44.9%	31.0%
West Midlands	48	58	172	72.9%	70.7%	59.9%	27.1%	29.3%	40.1%
Eastern	226	358	542	64.2%	61.5%	59.6%	35.8%	38.5%	40.4%
South Eastern	409	414	318	58.9%	56.3%	57.9%	41.1%	43.7%	42.1%
Western	166	265	263	43.4%	63.0%	56.3%	56.6%	37.0%	43.7%
Welsh	106	132	197	40.6%	57.6%	57.9%	59.4%	42.4%	42.1%
National	1,774	2,042	2,539	55.6%	60.0%	58.6%	44.4%	40.0%	41.4%

Notes:

The number of assessments reported here is less than the number actually carried out, primarily because multi-site assessments are treated as a single assessment in this table. The data source for this report has changed from 2004/05. From 2004/05 this report is populated from details of roadworthiness and traffic enforcement checks captured by examiners at the roadside and at operators' premises.

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

Enforcement Group	2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	282	16.7%	432	10.6%	605	11.9%
North Eastern	510	11.2%	593	11.8%	769	13.9%
North Western	1,023	14.9%	817	12.7%	934	13.4%
West Midlands	341	27.3%	381	16.3%	532	12.0%
Eastern	240	4.2%	489	4.5%	725	3.6%
South Eastern	655	8.4%	744	6.2%	598	10.7%
Western	711	14.3%	610	13.3%	653	9.5%
Welsh	244	25.0%	228	16.2%	357	15.4%
National	4,006	14.4%	4,294	10.9%	5,173	11.1%

Notes:

Excludes emissions-only checks but includes foreign vehicles. Only one prohibition notice is issued per vehicle, although it may contain a list of defects/offences where more than one has been found.

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

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

Table A2.18 Roadworthiness checks of UK and foreign PSVs

Category	2006/07			2005/06			2004/05		
	Number of checks	Number prohibited	Prohibition Rate	Number of checks	Number prohibited	Prohibition Rate	Number of checks	Number prohibited	Prohibition Rate
UK	18,538	3,140	16.9%	17,172	2,726	15.9%	17,494	2,806	16.0%
Foreign	311	60	19.3%	344	46	13.4%	252	34	13.5%
Total	18,849	3,200	17.0%	17,516	2,772	15.8%	17,746	2,840	16.0%
Emissions	4,607	15	0.3%	4,138	27	0.7%	4,199	9	0.2%
Fleet	4,006	577	14.4%	4,294	468	10.9%	5,173	575	11.1%

Notes:

Excluded here are mechanical prohibitions which were issued during a Traffic Examination. These number 26. Also included here are encounters and mechanical prohibitions where a VE has weighed a vehicle.

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

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

Enforcement Group	2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	1,804	24.5%	2,148	20.3%	2,538	21.1%
North Eastern	2,984	15.8%	2,750	15.4%	2,755	16.8%
North Western	2,556	22.8%	1,811	20.9%	1,830	20.9%
West Midlands	1,986	13.8%	1,646	11.8%	1,485	15.0%
Eastern	2,462	11.0%	2,164	9.5%	2,135	9.6%
South Eastern	3,203	15.3%	3,008	16.7%	2,591	16.5%
Western	2,496	16.5%	2,456	16.6%	3,089	12.8%
Welsh	1,015	18.8%	1,144	15.5%	1,071	16.5%
Unknown	32	21.9%	45	6.7%		
National	18,538	16.9%	17,172	15.9%	17,494	16.0%

Notes:

Excludes emissions-only checks but includes foreign vehicles. Only one prohibition notice is issued per vehicle, although it may contain a list of defects/offences where more than one has been found.

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

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

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

Enforcement Group	2006/07		2005/06		2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	3	33.3%	6	16.7%	2	0.0%
North Eastern	14	7.1%	9	11.1%	9	0.0%
North Western	8	50.0%	5	60.0%	5	20.0%
West Midlands	13	0.0%	11	18.2%	15	6.7%
Eastern	14	0.0%	8	0.0%	6	16.7%
South Eastern	184	24.5%	233	14.6%	139	19.4%
Western	64	9.4%	69	4.3%	69	5.8%
Welsh	11	27.3%	3	66.7%	7	0.0%
National	311	19.3%	344	13.4%	252	13.5%

Note:

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

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

Country	Number of checks	Prohibitions	Prohibition rate
Poland	77	30	39.0%
France	59	8	13.6%
Germany	54	4	7.4%
Belgium	18	1	5.6%
Netherlands	12	2	16.7%
Spain	8	2	25.0%
Czech Republic	6	1	16.7%
Romania	6	1	16.7%
Eire	5	2	40.0%
Hungary	5	1	20.0%

Table A2.22 Results of spot checks by VOSA Enforcement Group where operator based

Enforcement Group where operator based	2006/07		2005/06		2004/05	
	Number of vehicles examined	Spot check prohibition rate	Number of vehicles examined	Spot check prohibition rate	Number of vehicles examined	Spot check prohibition rate
Scottish	1,738	24.1%	2,086	19.6%	2,527	20.3%
North Eastern	2,891	16.0%	2,733	14.2%	2,953	15.3%
North Western	2,449	21.2%	2,017	19.5%	1,953	18.1%
West Midlands	1,504	15.1%	1,201	13.2%	1,535	14.2%
Eastern	2,278	13.7%	2,104	12.1%	2,168	10.9%
South Eastern	2,439	14.4%	2,252	15.0%	2,375	12.0%
Western	1,973	15.8%	2,118	15.4%	2,236	12.8%
Welsh	1,122	18.4%	1,265	16.7%	1,245	16.1%

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

Table A2.23 PSV exhaust emissions spot checks by VOSA Enforcement Group

Enforcement Group	Number of vehicles examined			Prohibitions			Prohibition rate		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	390	497	525	2	0	3	0.5%	0.0%	0.6%
North Eastern	761	662	619	1	1	2	0.1%	0.2%	0.3%
North Western	919	616	669	3	3	1	0.3%	0.5%	0.1%
West Midlands	365	394	444	4	4	0	1.1%	1.0%	0.0%
Eastern	573	621	495	1	0	1	0.2%	0.0%	0.2%
South Eastern	782	709	630	1	0	1	0.1%	0.0%	0.2%
Western	524	403	485	0	2	0	0.0%	0.5%	0.0%
Welsh	293	236	332	3	0	1	1.0%	0.0%	0.3%
National	4,607	4,138	4,199	15	10	9	0.3%	0.2%	0.2%

Note:

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

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

Licence type	PSV 2006/07		PSV 2005/06		PSV 2004/05	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Restricted	478	25.9%	424	20.8%	464	22.4%
Standard national	4,830	21.0%	4,688	19.5%	4,125	18.7%
Standard international	10,739	14.6%	10,242	13.4%	10,605	13.5%
Special restricted	-	-	1	0.0%	2	50.0%

Note:

Excludes checks where licence type was not known or recorded.

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

Prohibition defect	2006/07	2005/06	2004/05
Brake Systems and Components	3.5%	3.0%	3.2%
Driver and Passenger Doors	3.1%	2.9%	2.9%
Interior of Body	2.1%	1.8%	1.8%
Condition of Tyres	1.8%	1.5%	1.5%
Fuel Tanks and Systems	1.7%	1.6%	1.7%
Seat belts	1.5%	1.4%	1.4%
Oil and Waste Leaks	1.3%	1.3%	1.2%
Suspension	1.1%	1.2%	1.4%
Road Wheels and Hubs	0.8%	0.8%	0.7%
Service Brake Performance	0.8%	0.9%	0.9%

Note:

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

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

	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
UK	8,200	464	5.7%	157	24	15.3%
Foreign	432	67	15.5%	50	11	22.0%
Total	8,632	531	6.2%	207	35	16.9%
2005/06						
UK	9,902	483	4.9%	183	13	7.1%
Foreign	713	30	4.2%	97	13	13.4%
Total	10,615	513	4.8%	280	26	9.3%
2004/05						
UK	10,929	439	4.0%	276	10	3.6%
Foreign	626	39	6.2%	67	14	20.9%
Total	11,555	478	4.1%	343	24	7.0%

Note:

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

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Scottish	499	102	20.4%	2	2	100.0%
North Eastern	1,430	58	4.1%	11	3	27.3%
North Western	1,134	91	8.0%	42	5	11.9%
West Midlands	1,210	58	4.8%	14	2	14.3%
Eastern	1,020	53	5.2%	9	1	11.1%
South Eastern	1,442	39	2.7%	15	5	33.3%
Western	724	41	5.7%	36	1	2.8%
Welsh	741	22	3.0%	28	5	17.9%
National	8,200	464	5.7%	157	24	15.3%
2005/06						
Scottish	660	100	15.2%	3	2	66.7%
North Eastern	1,690	58	3.4%	49	4	8.2%
North Western	1,037	41	4.0%	13	0	0.0%
West Midlands	1,787	104	5.8%	53	2	3.8%
Eastern	1,049	66	6.3%	10	3	30.0%
South Eastern	1,837	47	2.6%	32	1	3.1%
Western	914	29	3.2%	15	0	0.0%
Welsh	928	38	4.1%	8	1	12.5%
National	9,902	483	4.9%	183	13	7.1%
2004/05						
Scottish	686	107	15.6%	9	4	44.4%
North Eastern	1,996	64	3.2%	24	0	0.0%
North Western	1,502	45	3.0%	18	2	11.1%
West Midlands	1,053	72	6.8%	81	0	0.0%
Eastern	1,550	44	2.8%	10	0	0.0%
South Eastern	1,523	55	3.6%	16	2	12.5%
Western	1,647	43	2.6%	100	0	0.0%
Welsh	972	9	0.9%	18	2	11.1%
National	10,929	439	4.0%	276	10	3.6%

Note:

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

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Scottish	36	3	8.3%	0	0	n/a
North Eastern	21	0	0.0%	10	2	20.0%
North Western	36	12	33.3%	19	4	21.1%
West Midlands	16	0	0.0%	1	0	0.0%
Eastern	14	6	42.9%	0	0	n/a
South Eastern	188	29	15.4%	9	4	44.4%
Western	78	9	11.5%	3	0	0.0%
Welsh	43	8	18.6%	8	1	12.5%
National	432	67	15.5%	50	11	22.0%
2005/06						
Scottish	36	0	16.7%	0	0	100.0%
North Eastern	98	0	0.9%	69	12	17.9%
North Western	18	0	14.3%	6	0	0.0%
West Midlands	49	2	7.4%	4	0	0.0%
Eastern	18	1	31.6%	1	0	0.0%
South Eastern	402	19	6.5%	14	1	100.0%
Western	65	2	1.4%	1	0	0.0%
Welsh	27	6	5.3%	2	0	33.3%
National	713	30	6.2%	97	13	20.9%

Note:

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

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

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Germany	96	7	7.3%
Poland	87	27	31.0%
France	70	1	1.4%
Eire	36	13	36.1%
Netherlands	27	2	7.4%
Belgium	13	1	7.7%
Romania	11	6	54.5%
Spain	10	0	0.0%
Czech Republic	8	0	0.0%
Slovakia	8	1	12.5%

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

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Eire	16	2	12.5%
Germany	8	2	25.0%
Poland	7	2	28.6%
France	6	0	0.0%
Netherlands	3	1	33.3%
Belgium	2	0	0.0%
Denmark	2	0	0.0%
Lithuania	2	2	100.0%
Austria	1	1	100.0%
Portugal	1	0	0.0%

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

Enforcement Group	Number examined (inc the number weighed)	Prohibited for drivers' hours tachograph & records	Prohibition rate	Number weighed	Prohibited for overloading	Prohibition rate
2006/07						
Restricted	295	1	0.3%	3	0	0.0%
Standard national	1,584	137	8.6%	13	1	7.7%
Standard international	5,408	293	5.4%	76	6	7.9%
2005/06						
Restricted	238	1	0.4%	4	0	0.0%
Standard national	1,663	116	7.0%	13	2	15.4%
Standard international	6,079	322	5.3%	127	3	2.4%
2004/05						
Restricted	299	0	0.0%	6	0	0.0%
Standard national	1,715	90	5.2%	29	0	0.0%
Standard international	6,840	324	4.7%	174	1	0.6%

Note:

Excludes checks where licence type was not known or recorded.

Table A2.30 PSV offences prosecuted

Enforcement Group	Offences found and action taken									
	Drivers' hours, tachograph & records			Overloading			Other			
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution
2006/07										
Scottish	5	5	100.0%	0	0	-	3	2	66.7%	8
North Eastern	16	15	93.8%	0	0	-	193	155	80.3%	209
North Western	127	92	72.4%	0	0	-	35	31	88.6%	162
West Midlands	15	15	100.0%	0	0	-	36	22	61.1%	51
Eastern	38	35	92.1%	0	0	-	26	23	88.5%	64
South Eastern	32	27	84.4%	0	0	-	19	13	68.4%	51
Western	418	222	53.1%	0	0	-	65	42	64.6%	483
Welsh	103	76	73.8%	0	0	-	116	26	22.4%	219
National	754	487	64.6%	0	0	-	493	314	63.7%	1,247
2005/06										
Scottish	0	0	-	0	0	-	18	14	77.8%	18
North Eastern	66	47	71.2%	0	0	-	110	75	68.2%	176
North Western	86	74	86.0%	0	0	-	64	55	85.9%	150
West Midlands	34	34	100.0%	0	0	-	52	43	82.7%	86
Eastern	131	108	82.4%	0	0	-	65	47	72.3%	196
South Eastern	36	25	69.4%	0	0	-	21	15	71.4%	57
Western	156	132	84.6%	0	0	-	92	58	63.0%	248
Welsh	37	34	91.9%	0	0	-	47	42	89.4%	84
National	546	454	83.2%	0	0	-	469	349	74.4%	1,015
2004/05										
Scottish	0	0	-	0	0	-	4	4	100.0%	4
North Eastern	56	45	80.4%	0	0	-	154	116	75.3%	210
North Western	114	36	31.6%	0	0	-	82	73	89.0%	196
West Midlands	46	36	78.3%	0	0	-	54	45	83.3%	100
Eastern	300	71	23.7%	0	0	-	43	37	86.0%	343
South Eastern	22	8	36.4%	0	0	-	34	27	79.4%	56
Western	445	291	65.4%	0	0	-	92	67	72.8%	537
Welsh	3	3	100.0%	0	0	-	62	47	75.8%	65
National	986	490	49.7%	0	0	-	525	416	79.2%	1,511

Notes:

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

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

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

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

Enforcement Group	Cases						Outcome											
				Revocation			Curtailment			Suspension			Warning			No action		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	2	2	2	1	0	0	0	0	1	0	0	0	1	2	1	0	0	0
North Eastern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
North Western	0	3	1	0	2	0	0	0	0	0	0	0	0	1	1	0	0	0
West Midlands	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Eastern	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
South Eastern	4	2	3	0	1	0	1	1	2	0	0	0	3	0	1	0	0	0
Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	2	6	0	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
National	8	13	6	2	3	0	2	2	3	0	0	0	4	3	3	0	0	0

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/Records			Other			Total		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	31	9	10	2	90	35	0	0	0	33	99	45
North Eastern	0	0	0	0	0	0	0	0	0	0	0	0
North Western	0	22	204	0	23	278	0	1	0	0	46	482
West Midlands	0	0	0	0	0	0	0	0	0	0	0	0
Eastern	0	0	0	0	0	0	0	0	0	0	0	0
South Eastern	234	58	207	543	137	267	0	0	14	777	195	488
Western	2	0	0	7	0	0	19	0	0	28	0	0
Welsh	36	2	0	80	62	0	0	0	0	116	64	0
National	303	91	421	632	312	580	19	1	14	954	404	1,015

Notes:

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

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

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

Table A2.32 Top ten offences

Offence	England & Wales									Scotland								
	Number reported			Number of convictions			Average fine upon conviction			Number reported			Number of convictions			Average fine upon conviction		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Tacho/records	508	311	561	275	263	286	£ 171.24	£228.48	£155.84	1	0	0	1	0	0	£ -	-	-
Drivers' hours	314	235	425	207	191	204	£ 156.23	£159.92	£94.36	4	0	0	4	0	0	£ 152.50	-	-
Driver licence	175	144	131	113	117	112	£ 109.25	£175.85	£124.11		6	0		4	0	£ -	-	-
Miscellaneous	99	104	109	36	68	84	£ 937.08	£295.22	£260.60	2	0	0	2	0	0	£ -	-	-
COIF	79	57	94	61	41	62	£ 219.92	£153.17	£151.29		1	2		1	2	£ -	-	-
No 'O' Licence	59	64	64	45	48	50	£ 413.84	£457.81	£320.30		2	1		1	1	£ -	-	-
C & U	46	57	80	38	43	65	£ 356.82	£259.07	£292.69	3	7	1	2	7	1	£ 200.00	£ -	-
Other 'O' licence	29	21	31	16	16	26	£ 316.25	£263.75	£168.27		0	0		0	0	£ -	-	-
Vehicle excise duty	3	3	13	3	1	13	£ 113.33	£100.00	£143.85		0	0		0	0	£ -	-	-
Trade Plates		1	0		1	0		£0.00	-		0	0		0	0	£ -	-	-
Overall	1,312	997	1,508	794	789	902	£ 222.30	£221.80	£166.60	8	18	4	7	14	4	£ 144.29	£ -	-

Note:

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

Annex 3: The MOT Scheme and Light Vehicles

Summary

The MOT Scheme: Annual Testing

- Fail rates for motorcycles (Class 1) decreased from 18.5% in 2005/06 to 17.3% in 2006/07.
- Fail rates for cars, vans and passenger vehicles with up to 12 seats (Classes 3 & 4) increased from 32.8% in 2005/06 to 33.2% in 2006/07.
- Fail rates for passenger vehicles with more than 12 seats (Class 5) increased from 25.8% in 2005/06 to 28.3% in 2006/07.
- Fail rates for goods vehicles between 3,000 kg and 3,500 kg (Class 7) increased from 42.8% in 2005/06 to 43.2% in 2006/07.
- 'Lights' remained the most common fail item for all classes of vehicle.

Disciplinary Action

- After appeal, the number of Authorised Examiners withdrawn decreased slightly from 71 to 70 in 2006/07.
- The number of Nominated Testers disqualified from testing increased by 71.3% to 149.

Light Vehicle Enforcement

Roadworthiness Enforcement

- The number of light vehicle spot checks decreased by 19.9%.
- The number of prohibitions issued decreased by 9.6%.
- The overall spot check prohibition rate increased from 50.0% to 56.5%.
- 'Windscreens and windows' remains the most common defect for cars, although the incidence decreased slightly from 33.3% to 31.2%.
- 'Tyres' remains the most common defect for taxis and light goods vehicles and the second most common defect for cars.

Traffic Enforcement

- The number of LGVs that were either examined for compliance with traffic legislation or examined and weighed decreased by 34.6% in 2006/07.
- The number of LGVs that were examined and weighed decreased by 33.0%.
- The number of overloading prohibitions issued decreased by 4.5%, but the overloading prohibition rate increased from 38.7% to 55.1%.

Annex 3: List of Tables

Table A3.1 MOT test results

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

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

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

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

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

Table A3.7 Light vehicle compliance survey 2005/06

Table A3.8 Results of light vehicle roadside roadworthiness checks

Table A3.9 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot checks

Table A3.10 Results of light vehicle spot checks for emissions

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

Table A3.12 LGV examinations, weighings and offences prohibited

Table A3.13 LGV offences prosecuted

Table A3.14 Top ten LGV traffic offences for prosecution

Table A3.1 MOT test results

	2006/07		2005/06	
	Tests	Fail rate	Tests	Fail rate
Classes 1 & 2: Motorcycles	946,000	17.3%	325,600	18.5%
Classes 3 & 4: Cars , vans and passenger vehicles with up to 12 seats	26,299,000	33.2%	12,136,000	32.8%
Class 5: Passenger vehicles with more than 12 seats	51,700	28.3%	18,200	25.8%
Class 7: Goods vehicles between 3,000 kg and 3,500 kg gross vehicle weight	522,875	43.2%	133,870	42.8%

Notes:

The 2005/06 figures are taken from the MOT Computerisation system which was rolled out to all garages in 2005/06. Implementation was phased across the year so the figures quoted do not reflect all the tests undertaken.

Table A 3.2 Failures by defect category as a percentage of vehicles tested at MOT stations**Class 1 & 2 Motorcycles**

Defect category	2006/07	2005/06	2004/05
Lights	9.4%	8.7%	
Brakes	5.2%	5.3%	
Suspension	3.9%	3.8%	
Tyres	3.0%	2.8%	
Steering	2.4%	2.4%	
Fuel and Emissions	1.6%	1.7%	
Body	1.0%	0.9%	
Drive system	0.9%	0.8%	
Structure	0.9%	1.0%	
Road Wheels	0.5%		
Fail rate	17.3%	18.5%	20.8%

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

Defect category	2006/07	2005/06	2004/05
Lights	16.7%	16.4%	
Brakes	12.0%	11.8%	
Suspension	10.4%	10.2%	
Tyres	8.0%	8.0%	
Driver's view	6.8%	6.2%	
Petrol emissions	4.1%	4.7%	
Exhaust Systems	3.8%		
CAT emissions	3.1%	2.9%	
Diesel emissions	2.7%	2.7%	
Steering	2.6%	2.7%	
Fail rate	33.2%	32.8%	28.8%

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

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

Defect category	2006/07	2005/06	2004/05
Lights & Signalling	13.3%	12.4%	
Brakes	12.4%	11.1%	
Seat Belts	6.2%	6.1%	
Suspension	6.1%	5.1%	
Body Components	4.4%	4.0%	
Driver's view	5.1%	3.9%	
Steering	3.5%	3.0%	
Structure	3.1%	2.7%	
Tyres	3.2%	2.4%	
Exhaust systems	2.4%	2.4%	
Diesel emissions	1.3%	1.0%	
Other	0.5%		
Fail rate	28.3%	25.8%	17.0%

Notes:

MOT Computerisation captures more detail than was available from the 2% sample method of capturing data used up to 2004/05. For this reason only the overall fail rate is now reported for 2004/05. A vehicle may have more than one fault; consequently the totals shown above may exceed the overall fail rate.

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

Defect Category	2006/07	2005/06	2004/05
Lights	27.1%	26.1%	
Brakes	23.5%	23.3%	
Suspension	16.7%	16.7%	
Driver's view	11.9%	11.3%	
Tyres	7.3%	7.3%	
Steering	6.4%	6.6%	
Structure	6.1%	5.2%	
Exhaust Systems	4.5%	4.8%	
Body Components	4.6%	4.4%	
Seat Belts	2.3%	2.4%	
Fuel System	2.1%	2.4%	
Diesel emissions	2.2%	2.1%	
Reg. plates & VIN	2.0%	2.0%	
Other	1.2%		
Fail rate	43.2%	42.8%	33.0%

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

	2006/07	2005/06	2004/05
Class 3 & 4			
Petrol	4.1%	4.7%	1.4%
Catalyst	3.1%	2.9%	2.4%
Diesel	2.7%	2.7%	3.8%
Class 5			
Petrol	5.8%	0.3%	2.0%
Diesel	1.2%	1.1%	2.0%
Class 7			
Petrol	7.9%	0.2%	2.2%
Diesel	2.2%	2.1%	3.1%

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

	2006/07	2005/06	2004/05
AE trainees	1,517	1,517	1,792
NT trainees (cars)	4,724	3,770	3,685
NT trainees (motorcycles)	577	368	470
NT trainees (refresher)	5,780	5,728	13,018
NT trainees (directed retraining)	236	248	377
NT trainees (motorcycle refresher)	577	399	
NT trainees (computerisation)	827	323	

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

Enforcement Group	Routine standards control inspections			Targeted standards control inspections			Counselling sessions (%)			Complaints and appeals inspections			Disciplinary		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	28.0%	27.8%	55.6%	3.9%	2.8%	5.2%	63.9%	67.8%	35.1%	1.7%	0.8%	3.1%	2.5%	0.8%	1.1%
North Eastern	26.5%	18.5%	42.6%	3.3%	1.9%	4.9%	65.4%	77.5%	48.0%	1.5%	0.8%	1.4%	3.3%	1.4%	3.1%
North Western	29.3%	27.6%	46.5%	1.6%	1.4%	4.3%	65.2%	68.1%	45.5%	2.7%	2.0%	1.0%	1.3%	0.9%	2.7%
West Midlands	33.0%	24.3%	52.1%	1.9%	1.5%	5.9%	60.3%	70.8%	38.1%	1.6%	1.1%	1.0%	3.2%	2.3%	2.9%
Eastern	24.3%	24.0%	46.6%	1.6%	1.0%	2.5%	70.7%	72.0%	45.3%	1.6%	1.2%	1.7%	1.8%	1.8%	3.9%
South Eastern	28.0%	26.7%	44.8%	3.9%	3.6%	5.4%	63.9%	66.1%	44.8%	1.7%	1.4%	0.9%	2.5%	2.2%	4.0%
Western	34.0%	14.8%	46.1%	2.9%	1.8%	3.8%	59.3%	81.5%	46.4%	1.6%	0.6%	1.3%	2.2%	1.3%	2.4%
Welsh	38.4%	56.1%	47.5%	1.6%	5.0%	4.6%	54.2%	33.5%	40.6%	1.9%	2.0%	3.2%	3.8%	3.4%	4.1%
National	30.6%	26.0%	47.0%	2.5%	2.2%	4.4%	62.8%	68.9%	44.0%	1.8%	1.2%	1.5%	2.3%	1.7%	3.0%
Total Number of inspections	35,716	37,050	48,174	2,951	3,176	4,485	73,227	98,358	45,105	2,057	1,716	1,577	2,732	2,464	3,100

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

	2006/07	2005/06	2004/05
AEs withdrawn	78	78	83
AEs withdrawn after appeal	70	71	77
AEs warned	626	545	734
NTs disqualified	149	87	158
NTs disqualified after appeal	141	82	149
NTs warned	446	284	344

Table A3.7 Light vehicle compliance survey 2005/06

Note: There was no survey in 2006/07 so this is the latest data available.

Vehicle Type	Number checked	Delayed prohibitions	Immediate prohibitions
Car	2,262	3.0%	4.3%
Taxi	86	2.3%	10.5%
LGV: car-derived	228	0.4%	8.8%
LGV: not car-derived	953	3.9%	6.4%
Total	3,529	3.1%	5.3%

Type of prohibition by year of car (based on registration)	Number of vehicles	Delayed prohibitions	Immediate prohibitions
0-2 years	434	0.9%	2.5%
3-5 years	518	2.3%	3.7%
6-8 years	445	2.2%	5.4%
9-11 years	441	4.3%	4.3%
12-14 years	296	4.7%	7.4%
15-17 years	117	6.0%	6.0%
18-20 years	28	0.0%	7.1%
Over 20 years	38	2.6%	5.3%
Not known	31	9.7%	3.2%
Total	2,348	3.0%	4.6%

Top ten car prohibition defects (testable items)	Number of prohibition defects
Condition of tyres	70
Glass & view of road	54
Transmission	20
Lamps	15
Suspension	9
Exhaust systems	8
Exhaust emissions	6
Brake systems & components	4
Direction indicators & hazard warning lamps	3
Road wheels & hubs/Size & type of tyres/Fuel tanks & systems/Steering mechanism	2

Prohibitions by car engine type	Number of vehicles	Immediate emissions prohibitions	Delayed emissions prohibitions	All prohibitions
Petrol - catalytic converter	1,172	0.0%	0.2%	6.0%
Petrol - no catalytic converter	562	0.0%	0.6%	10.5%
Diesel	609	0.0%	0.5%	7.9%
Not recorded	5	0.0%	0.0%	0.0%
Total	2,348	0.0%	0.4%	7.6%

Type of prohibition by traffic area in which car was checked	Number checked	Immediate prohibitions	Delayed prohibitions
Scottish	277	4.7%	5.1%
North Eastern	373	5.1%	4.3%
North Western	417	5.8%	1.7%
West Midland	169	0.0%	1.2%
Eastern	378	1.6%	1.1%
South Eastern	295	5.1%	2.7%
Western	362	8.0%	5.0%
Welsh	77	1.3%	1.3%
Total	2,348	4.6%	3.0%

Prohibitions by age of LGV (based on registration)	Number of vehicles	Immediate prohibitions	Delayed prohibitions
0-2 years	340	0.9%	1.2%
3-5 years	332	4.8%	0.9%
6-8 years	221	9.5%	3.2%
9-11 years	159	13.8%	6.3%
12-14 years	80	20.0%	7.5%
15-17 years	26	7.7%	19.2%
18-20 years	8	12.5%	25.0%
Over 20 years	8	0.0%	12.5%
Not known	7	0.0%	0.0%
Total	1,181	6.9%	3.2%

Top ten LGV prohibition defects (testable items)	Number of prohibition defects
Condition of Tyres	56
Suspension	24
Brake Systems & Components	17
Lamps	11
Exhaust systems	9
Steering Mechanism	9
Road Wheels and Hubs	6
Fuel tanks & systems	6
Service brake pedal	4
Parking brake performance	3

Prohibitions by LGV engine type	Number of vehicles	Immediate prohibitions	Delayed prohibitions
Petrol - with catalytic converter	15	0.0%	0.0%
Petrol - no catalytic converter	29	20.7%	13.8%
Diesel	1,136	6.6%	3.0%
Not given	1	0.0%	0.0%
Total	1,181	6.9%	3.2%

Type of prohibition by traffic area in which LGV was checked	Number of vehicles	Immediate prohibitions	Delayed prohibitions
Scottish	136	14.0%	5.1%
North Eastern	188	5.3%	4.8%
North Western	172	4.1%	1.2%
West Midland	111	4.5%	2.7%
Eastern	166	6.6%	1.2%
South Eastern	178	6.7%	3.4%
Western	190	7.9%	4.2%
Welsh	40	5.0%	2.5%
Total	1,181	6.9%	3.2%

Table A3.8 Results of light vehicle roadside roadworthiness checks

Vehicle category	Number examined			Number prohibited			Prohibition rate		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Cars	12,918	16,332	12,696	8,547	9,937	7,847	66.2%	60.8%	61.8%
Taxis and private hire cars	4,596	5,160	5,260	1,777	1,602	1,454	38.7%	31.0%	27.6%
Non-testable vehicles	4,345	4,476	4,705	2,947	2,837	2,686	67.8%	63.4%	57.1%
LGVs	16,275	21,666	19,090	8,263	9,436	7,471	50.8%	43.6%	39.1%
Total	38,134	47,634	41,751	21,534	23,812	19,458	56.5%	50.0%	46.6%

Notes: Non-testable vehicles include mobile cranes, diggers and non-HGV trailers. Excludes emissions-only checks.

Only one prohibition notice is issued per vehicle, although it may contain a list of defects/offences where more than one has been found.

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

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

Table A3.9 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot checks

Cars				Taxis and private hire cars			
Prohibition defect	2006/07	2005/06	2004/05	Prohibition defect	2006/07	2005/06	2004/05
Bodywork - Windscreen and Windows	31.2%	33.3%	38.4%	Running Gear - Condition of Tyres	19.6%	14.6%	12.9%
Running Gear - Condition of Tyres	23.2%	18.6%	26.5%	Lamps and reflectors - Headlamps	3.1%	3.4%	2.5%
Engine and Associated Equipment - Exhaust system	3.6%	2.2%	2.6%	Transmission - Drive/Propeller Shafts	2.6%	2.6%	2.3%
Transmission - Drive/Propeller Shafts	2.5%	1.9%	3.2%	Steering - Steering Linkage	2.3%	1.6%	1.3%
Lamps and reflectors - Stop Lamps	2.3%	2.2%	3.0%	Brakes - Mechanical components	1.6%	0.8%	0.8%
Running Gear - Road wheels and Hubs	2.1%	1.6%	1.6%	Brakes - Parking Brake Operation and Performance	1.3%	0.9%	0.8%
Engine and Associated Equipment - Speed Limiter	1.3%	0.3%	0.9%	Lamps and reflectors - Stop Lamps	1.3%	1.0%	1.1%
Lamps and reflectors - Direction Indicators	1.2%	0.9%	1.1%	Brakes - Brake Pipes and Hoses	1.2%	1.2%	1.0%
Suspension - Bonded Units	1.0%	0.2%	0.2%	Vehicle Interior - Seat Belts	1.2%	1.1%	1.2%
Lamps and reflectors - Headlamps	1.0%	2.3%	0.9%	Bodywork - Windscreen and Windows	1.2%	1.9%	1.8%
LGVs							
Running Gear - Condition of Tyres	20.8%	17.4%	16.9%				
Suspension - Springs	6.5%	5.2%	3.9%				
Engine and Associated Equipment - Exhaust system	4.0%	3.3%	3.1%				
Lamps and reflectors - Stop Lamps	4.0%	3.6%	3.4%				
Brakes - Brake valves	3.7%	3.5%	2.9%				
Running Gear - Road wheels and Hubs	3.1%	2.7%	3.0%				
Brakes - Controls	2.6%	2.1%	2.1%				
Engine and Associated Equipment - Fuel Tank and System	2.4%	2.1%	2.5%				
Transmission - Drive/Propeller Shafts	2.4%	1.7%	1.6%				
Suspension - General	2.3%	2.6%	2.7%				

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

Table A3.10 Results of light vehicle spot checks for emissions

Vehicle category	Number examined			Prohibition rate					
				Petrol engine			Diesel engine		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Cars	45,819	46,659	52,203	0.3%	0.1%	4.2%	0.9%	2.0%	3.2%
LGVs	10,911	11,753	10,828	1.0%	0.4%	13.5%	1.6%	0.9%	6.9%
Taxis and private hire cars	1,486	787	907	0.0%	0.7%	5.2%	1.0%	1.7%	9.4%
All vehicles	58,216	59,199	63,938	Overall (diesel + petrol)			0.7%	0.7%	4.6%

Notes: Emissions only checks involve the use of a smoke meter. Some emissions checks may be carried out within roadworthiness spot checks but may be done by observation rather than using a meter. Light vehicles have a cursory C&U check undertaken during these checks.

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

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

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

Enforcement Group	Number of vehicles examined			Number of prohibitions			Prohibition rate		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	556	717	803	14	14	73	2.5%	2.0%	9.1%
North Eastern	2,523	1,838	1,381	19	14	53	0.8%	0.8%	3.8%
North Western	1,728	2,554	1,940	72	18	122	4.2%	0.7%	6.3%
West Midlands	799	811	1,514	4	5	83	0.5%	0.6%	5.5%
Eastern	1,178	1,022	1,012	13	12	46	1.1%	1.2%	4.5%
South Eastern	1,931	2,751	2,275	11	11	264	0.6%	0.4%	11.6%
Western	1,668	1,487	1,528	22	12	109	1.3%	0.8%	7.1%
Welsh	528	573	375	22	15	40	4.2%	2.6%	10.7%
National	10,911	11,753	10,828	177	103	790	1.6%	0.9%	7.3%

Notes: Emissions only checks involve the use of a smoke meter. Some emissions checks may be carried out within roadworthiness spot checks but may be done by observation rather than using a meter. Light vehicles have a cursory C&U check undertaken during these checks.

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

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

Table A3.12 LGV examinations, weighings and offences prohibited

Enforcement Group	Number examined (incl the number weighed)			Number weighed			Prohibited for overloading			Prohibition rate for overloading		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
Scottish	1,353	1,692	1,643	1,138	1,346	1,301	611	562	550	53.7%	41.8%	42.3%
North Eastern	1,719	1,866	2,002	1,166	1,262	1,261	612	593	455	52.5%	47.0%	36.1%
North Western	1,322	2,137	2,910	865	1,193	1,440	503	505	467	58.2%	42.3%	32.4%
West Midlands	1,436	1,312	1,296	543	669	909	286	219	212	52.7%	32.7%	23.3%
Eastern	545	2,166	2,038	920	1,671	1,418	539	585	383	58.6%	35.0%	27.0%
South Eastern	858	906	877	368	657	488	232	301	161	63.0%	45.8%	33.0%
Western	750	2,493	3,548	719	1,469	1,400	339	424	233	47.1%	28.9%	16.6%
Welsh	1,077	1,283	917	331	766	604	213	304	230	64.4%	39.7%	38.1%
National	9,060	13,855	15,231	6,050	9,033	8,821	3,335	3,493	2,691	55.1%	38.7%	30.5%

Notes:

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

Table A3.13 LGV offences prosecuted

Enforcement Group	Offences found and action taken								
	Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2006/07									
Scottish	112	83	74.1%	39	24	61.5%	151	107	70.9%
North Eastern	130	125	96.2%	53	45	84.9%	183	170	92.9%
North Western	105	99	94.3%	30	26	86.7%	135	125	92.6%
West Midlands	53	51	96.2%	39	38	97.4%	92	89	96.7%
Eastern	106	106	100.0%	38	37	97.4%	144	143	99.3%
South Eastern	79	75	94.9%	46	44	95.7%	125	119	95.2%
Western	104	101	97.1%	37	34	91.9%	141	135	95.7%
Welsh	74	70	94.6%	37	26	70.3%	111	96	86.5%
National	763	710	93.1%	319	274	85.9%	1,082	984	90.9%
2005/06									
Scottish	91	75	82.4%	40	29	72.5%	131	104	79.4%
North Eastern	122	116	95.1%	60	53	88.3%	182	169	92.9%
North Western	156	152	97.4%	34	29	85.3%	190	181	95.3%
West Midlands	54	52	96.3%	33	31	93.9%	87	83	95.4%
Eastern	101	101	100.0%	40	38	95.0%	141	139	98.6%
South Eastern	60	57	95.0%	52	40	76.9%	112	97	86.6%
Western	57	54	94.7%	89	78	87.6%	146	132	90.4%
Welsh	77	75	97.4%	38	37	97.4%	115	112	97.4%
National	718	682	95.0%	386	335	86.8%	1,104	1,017	92.1%
2004/05									
Scottish	85	72	84.7%	31	26	83.9%	116	98	84.5%
North Eastern	89	86	96.6%	35	34	97.1%	124	120	96.8%
North Western	112	110	98.2%	58	52	89.7%	170	162	95.3%
West Midlands	53	50	94.3%	18	18	100.0%	71	68	95.8%
Eastern	73	64	87.7%	42	35	83.3%	115	99	86.1%
South Eastern	98	96	98.0%	60	47	78.3%	158	143	90.5%
Western	86	84	97.7%	67	61	91.0%	153	145	94.8%
Welsh	62	61	98.4%	21	21	100.0%	83	82	98.8%
National	658	623	94.7%	332	294	88.6%	990	917	92.6%

Notes:

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

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

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

Table A3.14 Top ten LGV traffic offences for prosecution

Offence	Number reported			Number of convictions			Average fine upon conviction		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
England & Wales									
Overloading	651	627	573	627	607	551	£ 518.80	£ 429.90	£352.54
C & U	160	184	186	143	176	176	£ 331.01	£ 257.50	£279.94
Driver licence	41	47	35	33	36	27	£ 103.03	£ 134.03	£131.48
Tacho/records	26	56	39	23	48	35	£ 354.09	£ 316.67	£357.95
Miscellaneous	26	41	22	24	29	15	£ 180.63	£ 269.31	£111.33
Vehicle excise duty	16	8	8	16	8	5	£ 119.69	£ 170.00	£140.00
Plating & testing	9	10	4	9	9	3	£ 87.22	£ 40.00	£60.00
No 'O' licence	1		0	1		0	£ 330.00		-
Drivers' hours	1		5	1		5	£ 250.00		£393.00
Trade plates			2			2			£340.00
Overall	931	973	874	877	913	819	£ 446.73	£ 367.82	£323.31
Scotland									
Overloading	112	91	85	83	75	72	£ 147.11	£ 150.00	£115.28
C & U	39	24	26	24	15	21	£ 129.17	£ 78.67	£100.00
Driver licence		9	3		9	3		£ 11.11	£66.67
Tacho/records		4	0		2	0		£ -	-
Miscellaneous			2			2			£100.00
Vehicle excise duty			0			0			-
Plating & testing			0			0			-
No 'O' licence			0			0			-
Drivers' hours		3	0		3	0		£ -	-
Trade plates			0			0			-
Overall	151	131	116	107	104	98	£ 143.08	£ 120.48	£110.20

Annex 4: Smaller Schemes

Summary

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

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

Annex 4: List of Tables

Table A4.1 Notifiable alterations

Table A4.2a Single Vehicle Approval (SVA)

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

Table A4.2c Motorcycle Single Vehicle Approval (MSVA)

Table A4.3 Vehicle Identity Check (VIC)

Table A4.4 Tachograph centre supervision

Table A4.5 Speed limiter setting and sealing scheme

Table A4.6 VOSA driver licence enforcement activity

Table A4.7 Vehicle Registration Office support activity

Table A4.8 Transport of hazardous goods

Table A4.9 Breakdown of causes of defects

Table A4.10 Results of safety defect investigations

Table A4.11 Safety recalls launched

Table A4.12 Safety recall response rates for closed recalls

Table A4.13 Collision investigations

Table A4.14 COIF scheme

Table A4.15 ADR scheme

Table A4.16 ATP scheme

Table A4.17 TIR scheme

Table A4.18 Reduced pollution certificates

Table A4.1 Notifiable alterations

Vehicle category	Notification total		
	2006/07	2005/06	2004/05
HGV	12,641	14,493	18,878
PSV	1,955	2,009	2,253

Table A4.2a Single Vehicle Approval (SVA)

Vehicle categorisation	2006/07		2005/06		2004/05	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	611	24.5%	1,004	25.8%	2,061	13.5%
Passenger / dual purpose vehicle	4,085	63.1%	5,202	64.6%	11,678	33.9%
MOT Class 4 with SVA test	-		9	33.3%	12	50.0%
Total	4,696		6,215		13,751	

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

Vehicle categorisation	2006/07		2005/06		2004/05	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	2,588	8.5%	3,268	9.7%	3,011	1.6%
Passenger / dual purpose vehicle	6,752	53.2%	12,930	54.3%	13,986	24.2%
E-certificate tests	383	2.9%	798	0.8%	37	5.4%
Total	9,723		16,996		17,034	

Table A4.2c Motorcycle Single Vehicle Approval (MSVA)

Vehicle categorisation	2006/07		2005/06		2004/05	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
2 Wheel	4,788	25.2%	6,478	26.8%	5,983	20.1%
3 Wheel	242	63.6%	242	68.2%	201	61.7%
4 Wheel	690	29.0%	714	25.9%	173	28.3%
Moped	3	66.7%	61	24.6%	44	36.4%
Total	5,723		7,495	28.0%	6,401	28.6%

Table A4.3 Vehicle Identity Check (VIC)

Vehicle categorisation	2006/07		2005/06		2004/05	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
VIC tests	94,732	0.2%	84,256	0.4%	44,852	0.4%
VIC appeals	0	0.0%	13	0.0%	14	0.0%

Table A4.4 Tachograph centre supervision

	2006/07	2005/06	2004/05
Manufacturer - sponsored centres	n/a	509	495
Independent centres*	535	26	29
VOSA visits for audit purposes (routine visit)	342	223	164
Other VOSA visits (approval/change of status/other)	240	226	3

Note:

*Sponsorship was removed from the Tachograph Scheme in June 2005, so all centres became independent.

Table A4.5 Speed limiter setting and sealing scheme

	2006/07	2005/06	2004/05
Speed limiter sponsors	23	20	21
Independents	47	47	45
Authorised sealing centres*	2683 (1993)	1955 (1265)	1725

Note:

Prior to 2005 the number of "centres" could not be clearly counted. Only the number of speed limiter instruments could be counted, thus if a site had three systems being utilised there were three instruments. It is thought that there were around 750 centres holding 1725 instruments in 2004/05. The number in brackets is therefore the number of "centres" i.e. there are 2683 instruments in 2006/07 held at 1993 centres.

Table A4.6 VOSA driver licence enforcement activity

	2006/07			2005/06			2004/05		
	HGV	PSV	LGV	HGV	PSV	LGV	HGV	PSV	LGV
Vehicles examined and licences requested	50,335	8,200	8,846	74,239	9,902	13,697	80,418	10,929	15,091
Database checks	14,401	3,784	2,713	14,955	1,684	3,098	22,558	2,617	3,406
Suspected not licensed	503	53	141	461	53	169	845	76	175
Suspected under-licensed	436	141	57	476	106	90	797	129	85
Reported for prosecution	542	175	41	525	150	56	430	131	38
Successful prosecution	435	113	33	443	121	45	348	112	30

Table A4.7 Vehicle Registration Office support activity

Vehicle category	Number of investigations		
	2006/07	2005/06	2004/05
Cherished transfers	94	114	101
DVLA requests	20	107	81
Rebuilt vehicles	0	25	25

Table A4.8 Transport of hazardous goods

Category of activity	2006/07	2005/06	2004/05
Goods vehicles carrying hazardous goods examined	4335	5,290	5,477
Reports to HSE following unsatisfactory hazardous loads check	57	69	86

Table A4.9 Breakdown of causes of defects

	2006/07	2005/06	2004/05
Design / manufacture-related	32.0%	34.0%	30.0%
Lack of maintenance	10.0%	9.0%	10.0%
Other	58.0%	57.0%	60.0%

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

Table A4.10 Results of safety defect investigations

	2006/07	2005/06	2004/05
Safety recalls	23	32	48
Manufacturer production changes	18	29	45
Technical Service Bulletins issued	45	19	24

Table A4.11 Safety recalls launched

	Recall campaigns			Number of vehicles involved		
	2006/07	2005/06	2004/05	2006/07	2005/06	2004/05
HGV motor vehicle	55	42	53	80,426	98,863	67,745
HGV trailer	1	5	3	170	4,291	3,835
PSV	15	14	12	4,877	5,977	3,197
Cars & light goods vehicles	168	144	149	985,476	1,403,104	751,862
Motorcycles	45	46	31	37,983	41,600	32,387
Components	9	7	7	23,158	3276	
Special Purpose	17			3,777		
Pedal Cycles	3			6,100		
Total	313	258	255	1,141,967	1,557,111	859,026

Table A4.12 Safety recall response rates for closed recalls

Response rates	2006/07	2005/06	2004/05
HGVs	94.4%	91.3%	90.5%
Trailers	100.0%	93.8%	96.7%
PSVs	89.7%	93.0%	98.4%
Cars & light goods vehicles	97.5%	92.2%	90.9%
Motorcycles	85.7%	88.1%	84.2%
Components	68.3%	87.2%	92.0%
Special purpose vehicles	94.5%		

Table A4.14 COIF scheme

	2006/07	2005/06	2004/05
PSV inspections	5,339	6,564	6,851
Re-test	1,367	1,364	2,019

Table A4.16 ATP scheme

	2006/07	2005/06	2004/05
Design types approved	6	3	3
Cambridge Refrigeration Technology (CRT) issued certificates	1609	1754	2,032
Replacement certificates	88	46	35

Table A4.13 Collision investigations

	2006/07	2005/06	2004/05
HGVs	993	1,075	1,136
PSVs	446	504	547
Cars / motorcycles	875	933	859

Table A4.15 ADR scheme

	2006/07	2005/06	2004/05
Applications for certificates	5,376	4,221	2,663
Re-tests	88	91	58

Table A4.17 TIR scheme

	2006/07	2005/06	2004/05
Inspections of vehicles	87	94	158
Re-inspections of vehicles	1	11	10
Type approval inspections	2	0	0
Variations of type approval	0	0	0
Certificates of conformity	541	207	169

Table A4.18 Reduced pollution certificates

	2006/07	2005/06	2004/05
Certificates issued	38,524	42,945	48,408
New entrants to scheme	2,489	2,865	3,373

Annex 5: Cross-Scheme Miscellaneous

Table A5.1 Annual test sites

Table A5.2 Test staff

Table A5.3 Vehicles tested by VOSA

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

Table A5.5 Trends in numbers of roadside checks, prohibitions and prosecutions

Table A5.6 Trends in types of prohibition issued at the roadside

Table A5.1 Annual test sites

	2006/07	2005/06	2004/05
VOSA	90	90	95
HGV designated premises	170	134	142
PSV designated premises	236	191	251
Private MOT	18,574	18,144	18,033
Other MOT	300	235	271

Notes:

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

Table A5.2 Test staff

	2006/07	2005/06	2004/05
VOSA staff			
Testers	85	85	100
Vehicle Inspectors	444	413	420
Vehicle Examiners	191	178	184
Total	720	676	704
Non-VOSA staff			
NTs	49,877	48,161	49,865

Table A5.3 Vehicles tested by VOSA

	2006/07		2005/06		2004/05	
	Number	Fail rate	Number	Fail rate	Number	Fail rate
HGV motor vehicles	465,824	39.5%	467,514	36.9%	465,258	38.9%
HGV trailers	240,347	24.6%	243,862	25.6%	242,117	26.4%
PSVs	81,678	27.8%	81,291	25.7%	80,469	26.7%
MOT Class 4 goods vehicles	2,492	38.5%	2,204	26.9%	2,283	31.4%
MOT Class 5 large (non-PSV) passenger vehicles	5,629	26.2%	7,214	21.7%	8,171	23.0%
MOT Class 7 goods vehicles	625	35.9%	964	24.2%	1,292	29.0%

Note: Test figures exclude re-retests.

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

	2006/07	2005/06	2004/05
HGV	19.2%	17.1%	15.0%
PSV	37.5%	36.2%	35.4%

Table A5.5 Trends in numbers of roadside checks, prohibitions and prosecutions

All checks	2006/07						2005/06						2004/05					
	HGV		PSV		Light vehicle		HGV		PSV		Light vehicle		HGV		PSV		Light vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	109,048		27,462		96,350		118,457		25,948		3,529		132,813		27,118		104,782	
Prohibitions	33,329	30.6%	3,792	13.8%	21,930	22.8%	27,018	22.8%	3,267	12.6%	301	8.5%	25,857	19.5%	3,424	12.6%	22,384	21.4%
Traffic enforcement checks	77,352		8,632		9,060		91,777		10,615		13,855		96,098		11,555		15,231	
Reports for investigation/prosecution	6,119	7.9%	754	8.7%	1,082	11.9%	10,637	11.6%	1,015	9.6%	1,104	8.0%	10,661	11.1%	1,511	13.1%	990	6.5%
Convictions	5,208	6.7%	487	5.6%	984	10.9%	9,105	9.9%	803	7.6%	1,017	7.3%	8,812	9.2%	906	7.8%	917	6.0%
Excluding emissions checks & checks on foreign vehicles	2005/06						2005/06						2004/05					
	HGV		PSV		Light Vehicle		HGV		PSV		Light Vehicle		HGV		PSV		Light Vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	71,332		22,544		38,134		97,547		21,466		3,529		112,667		22,667		41,751	
Prohibitions	20,016	28.1%		0.0%	21,534	56.5%	21,333	21.9%	3,194	14.9%	0	0.0%	21,453	19.0%	3,381	14.9%	19,458	46.6%
Traffic enforcement checks	50,335		8,200		8,846		74,239		9,902		13,697		80,418		10,929		15,109	
Reports for investigation/prosecution	6,119	12.2%	754	9.2%	1,082	12.2%	10,637	14.3%	1,015	10.3%	1,104	8.1%	10,661	13.3%	1,511	13.8%	990	6.6%
Convictions	5,208	10.3%	487	5.9%	984	11.1%	9,105	12.3%	803	8.1%	1,017	7.4%	8,812	11.0%	906	8.3%	917	6.1%

Table A5.6 Trends in types of prohibition issued at the roadside

HGV	Category 1	Category 2	Category 3	Category 4	Category 5
2006/07	19.9%	24.5%	39.1%	16.5%	0.0%
2005/06	19.8%	22.9%	38.9%	18.4%	0.1%
2004/05	19.4%	19.8%	40.9%	19.8%	0.1%
PSV					
2006/07	10.8%	40.2%	20.6%	28.2%	0.2%
2005/06	10.0%	39.1%	20.4%	30.2%	0.3%
2004/05	10.1%	38.5%	20.1%	31.0%	0.3%
LGV					
2006/07	31.8%	28.7%	14.3%	24.8%	0.4%
2005/06	30.4%	30.4%	12.8%	25.3%	1.0%
2004/05	31.4%	27.6%	14.0%	25.5%	1.5%
All vehicles					
2006/07	24.0%	27.0%	28.5%	20.4%	0.2%
2005/06	24.2%	27.2%	25.8%	22.2%	0.5%
2004/05	24.3%	24.4%	27.5%	23.0%	0.7%

Notes:

Category 1: An immediate prohibition including an immediate brake, steering or tyre defect.

Category 2: An immediate prohibition not falling within Category 1.

Category 3: A delayed prohibition including a brake, steering or tyre defect.

Category 4: A delayed prohibition not falling within Category 3.

Category 5: A delayed prohibition for exhaust emissions only.

Abbreviations and glossary

ADR	International arrangement for carriage of dangerous goods
Advisory letter	Where a Traffic Examiner finds a minor infringement of the legislation that is more serious than instances where a verbal warning might be given, an advisory letter is given to the driver and the operator advising them of the infringement and the need for action to be taken
AE	Authorised Examiner - individual, person in partnership or company meeting the requirements (premises, equipment, personnel and good repute) to carry out MOT testing
ATP	International arrangement for the carriage of perishable goods
C&U	Construction and Use (regulations relating to the mechanical condition of a vehicle)
COIF	Certificate of Initial Fitness
DP	Designated Premises – privately owned test bays where Vehicle Examiners and Assistant Vehicle Examiners undertake annual HGV and PSV tests
DVLA	Driver and Vehicle Licensing Agency – government agency responsible for vehicle excise and the issue of driving licences
ESVA	Enhanced Single Vehicle Approval scheme
Fail rates	The initial fail rate is the number of vehicles that, as presented, would fail the annual test (ie those that fail or that pass only after rectifications) as a percentage of all vehicles tested (excluding re-tests). The final fail rate is the number of vehicles that fail even though minor rectifications may have been made, as a percentage of all vehicles tested (excluding re-tests). The re-test fail rate is the number of vehicles that previously failed and are presented for re-test but still fail, as a percentage of all vehicles re-tested
Fleet checks	VOSA undertakes fleet and spot checks to enforce roadworthiness and environmental (mainly emissions) standards. Fleet checks focus on a particular operator's vehicles and are normally associated with maintenance assessments. The checks are conducted at operators' premises or, when facilities there are inadequate, at VOSA test stations. Fleet checks are normally reserved for operators whose vehicle maintenance is already in question,

or where insufficient information is held on VOSA's database to be confident that an operator's maintenance arrangements are adequate. Average fleet check prohibition rates are normally lower than spot check rates because advance notice of a visit is often given to ensure that vehicles are available for checking.

HGV	Heavy Goods Vehicle – goods-carrying vehicle over 3,500kg design gross weight
HGV motor vehicle	Powered vehicle designed to carry goods or to draw a goods trailer
HGV trailer	Non-powered vehicle designed to be drawn by another vehicle; in the case of a semi-trailer, designed to form part of an articulated vehicle. In the case of a drawbar, the drawing vehicle does not support the weight of the trailer.
HGVTS	Heavy Goods Vehicle Testing Station
LGV	Light Goods Vehicle – goods-carrying vehicle not exceeding 3,500 kg design gross weight
Maintenance assessments	VOSA examiners assess and advise on the adequacy of operators' maintenance arrangements as part of the support provided to Traffic Commissioners under the operator ('O') licensing regime. Maintenance assessments can vary in complexity. Where there are concerns, for instance when the operator fails to comply fully with commitments given to Traffic Commissioners when the licence was granted, the assessment will be classified as 'unsatisfactory' and a fleet check may be organised to confirm whether or not vehicles are being kept roadworthy. In the worst cases, the examiner will advise Traffic Commissioners to consider calling the operator to a Public Inquiry, following which action may be taken to withdraw or vary the operator's licence.
MOT	(Ministry of Transport) – annual statutory test for cars and motorcycles
MOT Classes	Classes 1 (up to 200 cc) and 2 – motorcycles, motorcycles with sidecar Class 3 – 3-wheeled vehicles (up to 450 kg unladen weight) Class 4 – cars, goods vehicles (up to 3,000 kg DGW), minibuses (PSVs with up to 8 seats), motor caravans and dual purpose vehicles Class 4a – passenger vehicles and ambulances (9 to 12 passenger seats), requiring seat belt installation checks Class 5 – private passenger vehicles and ambulances (with 13 or more passenger seats) Class 5a – as 5 but requiring seat belt installation checks Class 7 – goods vehicles (3,001 kg and up to 3,500 kg DGW)
MOT Scheme	Scheme overseeing the testing of MOT class vehicles. VOSA appoints authorised examiners and nominated testers and supervises their activities within the scheme, taking disciplinary action where necessary and providing support through training courses, manuals, etc

MSVA	Motorcycle Single Vehicle Approval
NT	Nominated Tester – a qualified mechanic who has been nominated by an AE to carry out MOT tests
‘O’ licence	Operator licence issued by Traffic Commissioners which permits the commercial operation of HGVs or PSVs
ORN	Offence Rectification Notice – a notice given to drivers and operators noting apparent offences and giving a reasonable period to correct the infringement before any prosecution action is commenced
Prohibition categories	<p>Category 1: An immediate prohibition that includes an immediate brake, steering or tyre defect</p> <p>Category 2: An immediate prohibition not falling within Category 1</p> <p>Category 3: A delayed prohibition that includes a brake, steering or tyre defect</p> <p>Category 4: A delayed prohibition not falling within Category 3</p> <p>Category 5: A delayed prohibition for excessive exhaust emissions only</p>
Prohibition: delayed	Prohibits a vehicle from being moved as from a date specified in the prohibition notice (up to ten days from the date of issue) – issued where defects render the vehicle either unfit, or likely to become unfit for use, but pose no immediate risk of injury to any person
Prohibition: immediate	Prohibits a vehicle from being moved as from the issue of the prohibition notice – issued where defects are such that the further driving of the vehicle would involve risk of injury to any person
PRS	Passed after Rectification at Station
PSV	Public Service Vehicle – a vehicle licensed to carry (normally 9 or more) fare- paying passengers
Roadworthiness defects	Items failing to meet the requirements set out in the Construction and Use Regulations 1986 and Road Vehicles Lighting Regulations 1986
Safety Recalls – Code of Practice	Under the Code of Practice on Action Concerning Vehicle of Practice Safety Defects, which is agreed between the DfT, VOSA and the Society of Motor Manufacturers and Traders, vehicle manufacturers or importers are required to notify VOSA whenever a manufacturing or design defect threatens the safety of a significant number of vehicles and a recall is required. VOSA monitors the conduct of recalls to ensure that they are completed in a timely and effective manner, and address all the affected vehicles. Campaigns are monitored for at least 18 months and at closure the number of unrecalled vehicles is reported. Vehicles not registered as checked are not necessarily unsafe because not all vehicles subject to recall will be defective and some operators may conduct their own checks and repairs without notifying the manufacturer

Spot checks	Roadworthiness spot checks can be carried out at the roadside, at ports, at VOSA's testing stations, at other locations where vehicles are parked or at operators' premises (frequently the case for PSVs). These checks have the advantage of being unannounced but suffer from the difficulty that the extent of inspections varies according to the accessibility of the underside of the vehicle and whether an inspection pit or roller brake tester is available
SVA	Single Vehicle Approval – a VOSA scheme for the inspection of the design and construction features of vehicles not previously submitted for type approval to ensure compliance with road safety and environmental protection standards
Tachograph	Under EC Regulations, most HGVs and about half of all PSVs with 18 or more seats (including the driver's) are required to be fitted with tachographs. These tachographs must be type approved and must be installed and calibrated at centres supervised by VOSA. They must also be checked on a two-yearly cycle for installation checks and a six-yearly cycle for calibration checks. VOSA sets the standards for equipment, training and security at tachograph centres, and vets and approves these centres. VOSA undertakes regular audit checks on centres at least once every two years
TAO	Traffic Area Office
TC	Traffic Commissioner. The seven Traffic Commissioners are appointed by the Secretary of State for Transport and have responsibility in their Traffic Area for: the licensing of operators of HGVs and of PSVs; the registration of local bus services; and disciplinary action against the drivers of HGVs and PSVs. Commissioners are statutorily independent in their licensing functions. When necessary, they hold Public Inquiries, in particular to consider the environmental suitability of HGV operating centres and the possibility of disciplinary action against operators who have not observed the conditions of their licences. The Traffic Commissioner for Scotland is also responsible for dealing with appeals against decisions by Scottish local authorities on taxi fares; and the Traffic Commissioner for the South Eastern and Metropolitan Area is also responsible for licensing London local services. One Traffic Commissioner is appointed as the Senior Traffic Commissioner. This is an administrative role aimed at encouraging consistency in licensing decisions and procedures. The Traffic Commissioners are assisted by Deputy Traffic Commissioners, who hold some of the Public Inquiries
TE	Traffic Examiners are VOSA employees responsible for the frontline enforcement of safety and licensing provisions on goods and passenger vehicles. They conduct roadside examinations and weighings of HGVs and PSVs to enforce traffic laws, and to help deter offenders by prosecuting serious offences through the courts. Prosecutions (along with roadworthiness prohibitions) can also be taken into account by Traffic Commissioners when deciding whether an operator is fit to hold a licence, and in the most serious cases could be sufficient, in the absence of any other evidence, to justify removing an operator's licence. VOSA aims to meet customer objectives

for improving compliance with traffic legislation by maximising the resources available for investigating and prosecuting offenders for serious offences while meeting minimum targets for numbers of roadside and other examinations at spot checks

TIR	Transports Internationaux Routiers – international arrangement for carriage of goods sealed for customs purposes
Traffic offences	Failure to meet legislative requirements relating to dimensions and limiters, driver licensing, vehicle excise duty, tachograph, drivers' hours, operator licence (illegal operator or technical offences relating to an 'O' licence), plating and testing, etc
VE	Vehicle examiner. Vehicle examiners conduct roadside examinations of vehicles to enforce the Construction and Use Regulations 1986 and Road Vehicles Lighting Regulations 1986, which detail minimum standards for the roadworthiness of a vehicle, and to help deter offenders by prohibiting from use vehicles with serious defects. Roadworthiness prohibitions can also be taken into account by Traffic Commissioners when deciding whether an operator is fit to hold a licence, and in the most serious cases could be sufficient, in the absence of any other evidence, to justify removing an operator's licence. VOSA aims to meet customer objectives for improving compliance with roadworthiness standards by concentrating the resources available on more serious defects while meeting minimum targets for numbers of roadside and other examinations. They also advise Traffic Commissioners on operators' maintenance arrangements, supervise the MOT scheme and undertake collision investigations
Vehicle Inspection Notice	Issued by Vehicle Examiners when they find advisory items or minor defects that are not serious enough to warrant prohibition. This notice is only advisory, and does not in itself prevent further use of the vehicle. Notices stating that no defects have been found may be issued at certain checks
Verbal Warning	Where a Traffic Examiner finds a minor offence, a verbal warning may be issued
VIC	Vehicle Identity Check