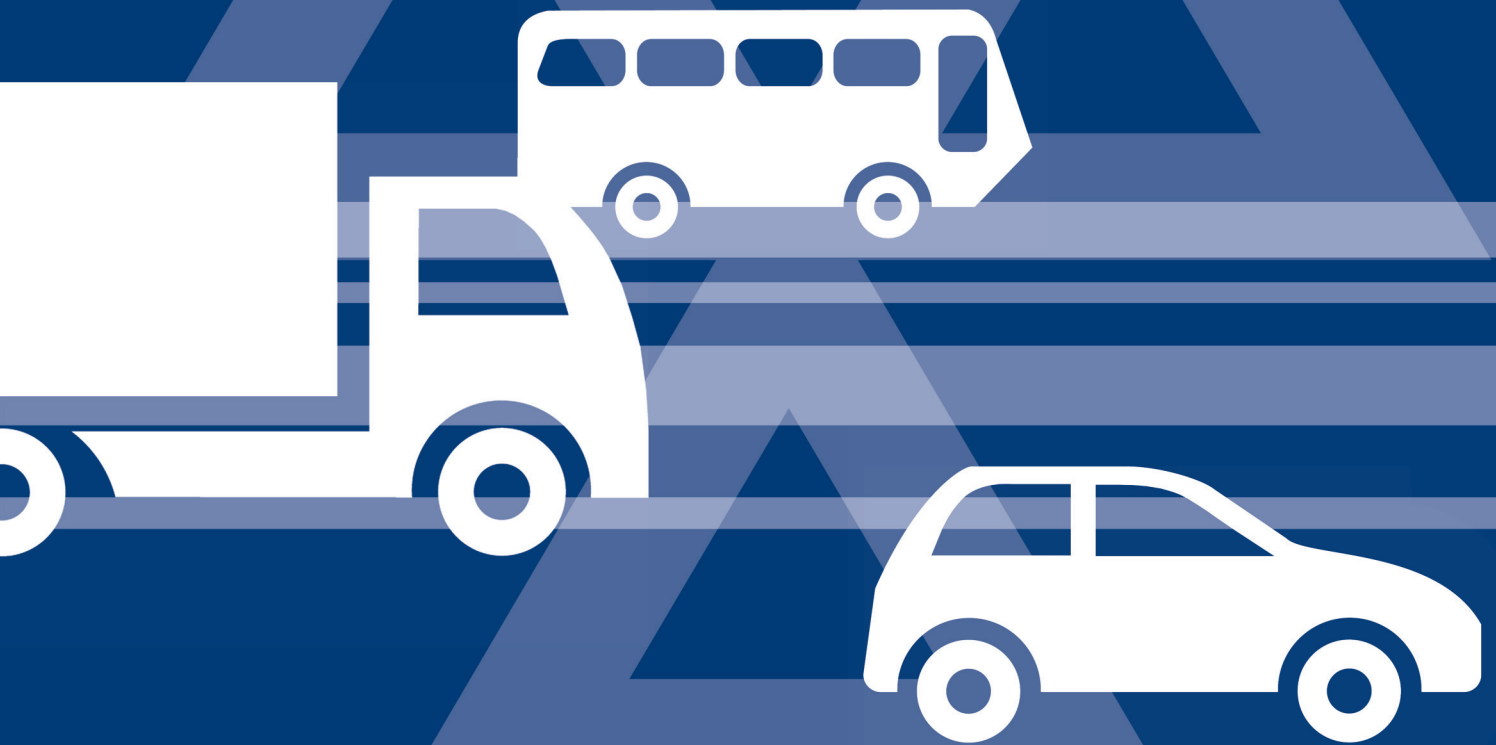


Effectiveness Report 2007/08



The Heavy Goods Vehicle Fleet

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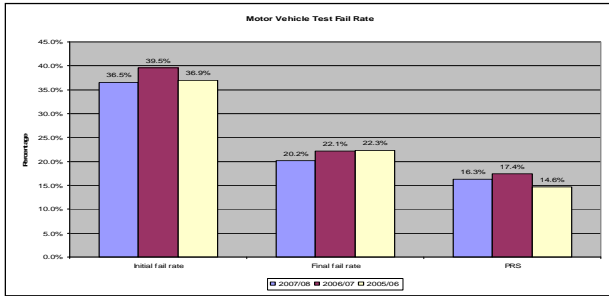
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Summary

**Annual Testing
Motor Vehicles**

There were 462,820 annual tests in 2007/08, compared to 466,215 in 2006/07 - a decrease of 0.7%. Initial test fail rates decreased from 39.5% to 36.5% over the same time period. Final test rates decreased from 22.1% to 20.2%, and those motor vehicles that passed after rectification decreased from 17.4% to 16.3% Pass after rectification refers to those motor vehicles for which all failure items were able to be rectified at the station. Final fail rates were higher at HGVTS' (21%) than at Designated Premises (16%).



65.8% of vehicles had 2 axles in 2007/08, 28.5% had 3 axles and 5.8% had 4 axles. This compares to 67.1%, 27.5% and 5.4% in 2006/07, indicating a slightly increased percentage of larger vehicles amongst the fleet.

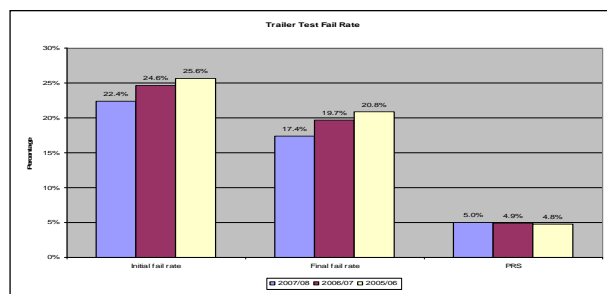
The initial test fail rate was far higher for older vehicles; 15% of vehicles less than a year old failed the initial test whereas for vehicles 12 years old and more the percentage was 53.8%. 12.6% of vehicles licensed are over 12 years old (a decrease from 15.4% in 2006). Those vehicles from smaller fleets were also more likely to fail their initial test than those from larger fleets; the initial test fail rate for vehicles belong to a fleet of one was 43.84%, for vehicles belonging to a fleet of more than 101 the percentage was 26.68%. Those vehicles belonging to a fleet of just one comprise the majority (50.5%) of the overall fleet. Overall initial test fail rates were higher for those vehicles belonging to operators who maintain their vehicles in-house rather than contract maintenance out.

Headlamp aim remains by far the most common cause of test failure, despite decreasing from 23.7% in 2006/07 to 20.75%. Exhaust emissions accounted for only 0.17% of fails, a decrease from 0.43% in 2006/07 and continuing a positive downward trend.

Trailers

Initial test fail rates decreased from 24.6% to 22.4% despite broadly similar numbers of annual tests to 2006/07. The percentage of those trailers that passed after rectification increased from 4.9% in 2006/07 to 5%. As with motor vehicles final fail rates were higher at HGVTS' (18.8%) than at Designated Premises (13.5%). The large majority (78.9%) of trailers have 3 axles.

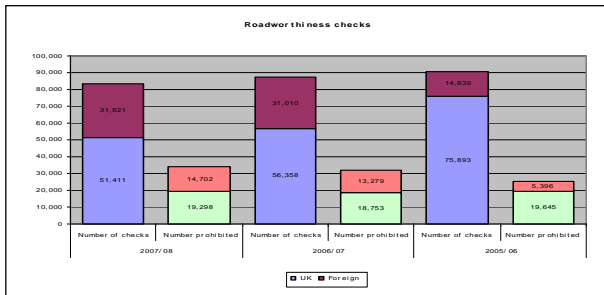
As with motor vehicles the initial test fail rate was far higher for older vehicles; 8.5% of year old trailers failed the initial test whereas for trailers 12 years old or more the percentage was 29%. Service brake performance remains the highest cause of test failure (10.6%), followed by parking brake performance (7.6%).



Operator Licensing

The number of operator licences in issue was 98,316, down 1.5% on 2006/07 and continuing a downward trend. The number of vehicles on licence was 381,109, up 2.6% on 2006/07 and continuing an upward trend.

Roadworthiness Enforcement



At fleet checks:

the number of HGV (motor vehicle and trailer) checks decreased by 15.2% since 2006/07, continuing the downwards trend from 2005/06

The number of prohibitions issued decreased by 11%, again continuing a downward trend the prohibition rate increased from 8.4% to 8.9%

At spot checks:

the number of UK motor vehicle checks decreased by 8.9%

the number of UK trailer checks decreased by 8.4%

the UK motor vehicle prohibition rate was 35.7% (31.5% in 2006/07)

the UK trailer prohibition rate was 43% (38.5% in 2006/07)

the number of checks on international vehicles and trailers increased from 31,010 to 31,621

the international motor vehicle prohibition rate increased from 39.5% to 44.5% / vehicles from the Czech Republic attracted the highest prohibition rate at 60.8%

the international trailer prohibition rate increased from 46.4% to 48.6%; trailers from Spain attracted the highest prohibition rate at 63.7%

At fleet and spot checks combined, brake systems and components remains the most common defect for both motor vehicles and trailers. The incidence decreased for motor vehicles from 10.8% in 2006/07 to 10% but increased for trailers from 23.8% to 28.6%

Traffic Enforcement

For drivers' hours/ tachograph records:

the number of UK vehicles examined decreased by 8.0%

the number of prohibitions issued increased by 49.7%

the prohibition rate increased from 9.7% to 15.8%

the number of international vehicles examined increased by 13.3%

the number of prohibitions issued increased by 14.9%

the prohibition rate increased from 23.6% to 23.9%

For overloading:

the number of UK vehicles weighed decreased by 0.4%

the number of prohibitions issued increased by 31.6%

the prohibition rate increased from 21.6% to 28.6%

the number of international vehicles weighed increased by 3.3%

the number of prohibitions issued increased by 29.1%

the prohibition rate increased from 26.5% to 33.1%

Of all international vehicles the highest prohibition rate for Drivers' Hours was for vehicles from the Republic of Ireland (36.5%); the highest prohibition rate for overloading was for vehicles from Spain (45.4%)

For vehicles carrying dangerous goods:

the number of vehicles checked decreased by 14.6%

the number of hazchem prohibitions issued to vehicles contravening the Carriage of Dangerous Goods Regulations increased by 40.4%

the prohibition rate increased from 10.2% to 16.8%

Overall 7,127 offences were reported for prosecution of which 6,071 were successfully prosecuted (85.2%). 35 cases were taken to Traffic Commissioners (a decrease of 40% from 2006/07).

130 vehicles were impounded (a decrease of 46.5% from 2006/07).

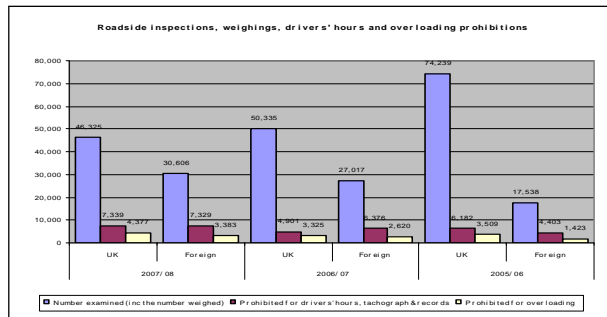


Table A1.1 Trends in HGV motor vehicle volumes and test fail rates

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2007/08							
Annual	462,820	168,837	93,397	75,486	36.5%	20.2%	16.3%
Re-tests	97,632		9,226			9.5%	
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%	

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

	2007/08		2006/07		2005/06	
	Number	% of Total	Number	% of Total	Number	% of Total
2 - axle	304,469	65.8%	313,009	67.1%	319,713	68.4%
3 - axle	131,709	28.5%	128,086	27.5%	123,546	26.4%
4 - axle	26,642	5.8%	25,120	5.4%	24,439	5.2%
Total	462,820		466,215		467,698	

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

Age	2007/08	2006/07	2005/06
Up to 1 year	15.0%	18.5%	17.1%
2 years	19.3%	20.9%	19.3%
3 years	21.9%	23.5%	23.4%
4 years	24.1%	28.9%	26.8%
5 years	29.3%	33.6%	31.6%
6 years	34.6%	38.3%	34.8%
7 years	40.6%	43.0%	39.6%
8 years	42.2%	46.2%	42.4%
9 years	45.6%	49.2%	45.5%
10 years	48.5%	53.0%	48.0%
11 years	50.2%	55.0%	51.2%
12+ years	53.8%	56.8%	52.6%

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

Age	2007*	2006	2005
Up to 1 year	8.9%	7.8%	8.1%
1 year	10.0%	7.8%	7.9%
2 years	10.3%	7.8%	8.0%
3 years	9.4%	7.6%	9.3%
4 years	8.6%	8.7%	9.9%
5 years	7.4%	9.1%	8.4%
6 years	7.0%	7.9%	6.7%
7 years	6.1%	6.1%	6.6%
8 years	5.2%	5.9%	5.2%
9 years	4.7%	4.7%	4.7%
10 years	3.6%	4.2%	4.4%
11 years	3.2%	3.8%	3.4%
12 years	2.8%	3.0%	2.3%
Over 12 years	12.6%	15.4%	15.2%

Note: the statistics relating to Goods Vehicles will differ from those given for previous years because . the Goods body type classification has been expanded to include road tractors and curtain sided vehicles of the appropriate weight.

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

Fleet size	2007/08	2006/07	2005/06
1	43.84%	46.7%	42.0%
2-5	42.50%	45.6%	41.6%
6-10	37.49%	40.5%	37.1%
11-20	32.68%	36.2%	33.8%
21-30	29.68%	32.8%	30.6%
31-40	27.93%	31.5%	30.1%
41-50	27.27%	29.4%	28.0%
51-100	26.10%	29.5%	27.7%
>101	26.68%	29.6%	29.3%

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	2007/08	2006/07	2005/06
1	50.5%	50.9%	51.3%
2-5	34.5%	34.2%	34.0%
6-10	7.7%	7.6%	7.5%
11-20	4.0%	3.9%	3.9%
21-30	1.4%	1.3%	1.3%
31-40	0.7%	0.7%	0.6%
41-50	0.4%	0.4%	0.4%
51-100	0.6%	0.6%	0.6%
>101	0.4%	0.4%	0.4%

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

2007/08 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	33,909	5,204	28,494	15.3%	84.0%	49.8%	42.7%
2-5	64,850	10,436	53,950	16.1%	83.2%	48.4%	41.3%
6-10	40,389	8,032	31,943	19.9%	79.1%	41.9%	36.3%
11-20	42,073	9,427	32,149	22.4%	76.4%	34.6%	32.0%
21-30	24,832	5,339	19,276	21.5%	77.6%	29.0%	32.0%
31-40	17,602	3,617	13,768	20.5%	78.2%	30.0%	27.2%
41-50	12,929	2,367	10,485	18.3%	81.1%	31.1%	26.5%
51-100	31,456	5,116	26,015	16.3%	82.7%	25.8%	26.1%
100+	45,679	2,144	43,535	4.7%	95.3%	24.2%	26.8%
Total	313,719	51,682	259,615	16.5%	82.8%	38.0%	33.5%

Note:

Data drawn from a sample of the annual tests undertaken in 2007/08.

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 Item	2007/08	2006/07	2005/06
Headlamp Aim	20.75%	23.7%	19.0%
Lamps	6.78%	7.8%	6.4%
Service Brake Performance	6.18%	7.1%	7.8%
Brake System Components	4.79%	5.1%	5.3%
Secondary Brake Performance	3.94%	4.6%	5.0%
Parking Brake Performance	2.48%	2.8%	3.1%
Speedo/Tacho	2.18%	2.0%	2.1%
Steering Mechanism	2.04%	2.3%	2.6%
Suspension	2.04%	2.3%	2.4%
Speed Limiter *	2.00%	1.2%	1.1%

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

	2007/08	2006/07	2005/06
Fail rate	0.17%	0.43%	0.6%

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

	Tests	Fails		PRS	% rates		PRS
		Initial	Final		Initial	Final	
2007/08							
Annual	240,460	53,839	41,768	12,071	22.4%	17.4%	5.0%
Re-tests	43,207		6,071			14.1%	
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%	

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

	2007/08		2006/07		2005/06	
	Number	% of Total	Number	% of Total	Number	% of Total
1 - axle	4,700	2.0%	5,047	2.1%	5,236	2.1%
2 - axle	45,924	19.1%	48,988	20.4%	53,922	22.1%
3 - axle	189,623	78.9%	186,127	77.4%	184,749	75.7%
4 - axle	183	0.1%	158	0.1%	152	0.1%
5 - axle	30	0.0%	27	0.0%	32	0.0%
Total	240,460		240,347		244,091	

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

Age (Yrs)	2007/08	2006/07	2005/06
1 year	8.5%	9.8%	12.0%
2 years	10.4%	12.7%	12.8%
3 years	14.0%	15.2%	18.0%
4 years	17.1%	20.6%	21.7%
5 years	19.9%	22.2%	24.0%
6 years	20.5%	23.3%	24.5%
7 years	22.2%	25.0%	24.9%
8 years	23.1%	25.2%	26.4%
9 years	23.9%	29.0%	29.3%
10 years	26.8%	30.2%	31.4%
11 years	28.8%	31.0%	30.1%
12+ years	29.0%	30.3%	31.1%

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	2007/08	2006/07	2005/06
Service Brake Performance	10.6%	11.8%	12.7%
Parking Brake Performance	7.6%	9.3%	10.2%
Lamps	4.6%	5.0%	4.1%
Brake System Components	4.3%	5.0%	5.2%
Suspension	1.7%	1.9%	1.9%
Reflectors & Rear Markings	1.7%	2.0%	2.4%
Service Brake Operation	1.0%	1.1%	1.1%
Tyres (Condition)	0.9%	1.0%	1.0%
Spray suppression, wings / wheel arches	0.9%	1.0%	1.2%
Road wheels and hubs	0.6%	0.6%	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		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
East	36.2%	39.4%	37.3%	22.4%	24.8%	26.2%
North	34.4%	39.3%	37.3%	22.1%	24.6%	25.1%
West	38.0%	39.8%	36.2%	22.7%	24.4%	25.4%
National	36.5%	39.5%	36.9%	22.4%	24.6%	25.6%

Table A1.15 Fail rates at HGVTs and DPs

	Initial			PRS			Final		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
HGVT motor vehicles									
HGVTs	37.7%	40.7%	37.4%	16.7%	17.8%	14.4%	21.0%	22.9%	23.0%
DP	30.2%	33.4%	33.8%	14.2%	15.1%	15.7%	16.0%	18.3%	18.0%
HGVT trailers									
HGVTs	23.4%	25.5%	26.8%	4.7%	4.5%	4.4%	18.8%	21.0%	22.4%
DP	19.5%	22.1%	21.6%	6.0%	6.1%	5.9%	13.5%	16.0%	15.8%

Table A1.16 Forward booking times

	% of tests available within 10 days			% of tests available within 15 days			% of HGVTs in region achieving target		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
East	91.2%	97.5%	99.3%	45.8%	75.0%	95.8%	45.8%	75.0%	95.8%
North	95.6%	99.9%	99.7%	84.2%	100.0%	100.0%	84.2%	100.0%	100.0%
West	98.0%	98.3%	98.9%	69.2%	80.8%	88.5%	69.2%	80.8%	88.5%

Note the target was changed in 2007-2008 to 10 Working days rather than 15 working days

Table A1.17 Voluntary tests

	2007/08	2006/07	2005/06
HGVs & PSVs			
Brake (axles)	13,308	38,260	49,416
Headlamp aim (checks)	5,804	23,249	17,837
Smoke (checks)	176	388	500
Multi check (checks)	7,080	16,505	16,491

Note:

These figures are calculated by dividing the income generated from each type of check by the cost of that check. Voluntary tests have been deliberately reduced in order to accommodate core business activities and lower the Forward Booking Time

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

	2007/08	2006/07	2005/06
HGV students	494	564	656
PSV students	391	493	559

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 letter, prohibition warning or ORN	Report for prosecution
Dimensions and limiters	3	10
Driver licence	2	2
Vehicle excise duty	1	1
Tachograph	120	76
Drivers' hours	124	155
'O' licence illegal operator	3	7
'O' licence other offences	16	6
Plating and testing	19	34
Other	19	20
Total	307	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	Immediate
North Eastern	8.6%	5.9%
North Western	4.6%	6.3%
West Midlands	6.3%	4.2%
Eastern	6.9%	5.5%
South Eastern	9.2%	1.5%
Western	8.3%	3.9%
Welsh	13.2%	3.3%
Not recorded	8.0%	12.0%
Total	7.5%	4.9%

Note:

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

Top ten prohibition defects (testable items)	Number of prohibition defects
Brake systems & components	108
Condition of tyres	28
Lamps	23
Suspension	23
Service brake operation	16
Connections	14
Road wheels and hubs	12
Direction indicators & hazard warning lamps	12
Spray suppression, wings & wheel arches	11
Service brake performance	8

Table A1.20 Baseline survey results
Full results published by VOSA 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%

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

	2007/08				2006/07				2005/06			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	3,788	3,661	789	8,238	3,763	3,799	829	8,391	3,796	3,730	813	8,339
North Eastern	7,413	6,346	1,627	15,386	7,364	6,515	1,687	15,566	7,296	6,544	1,696	15,536
North Western	7,034	5,847	1,415	14,296	7,015	5,923	1,502	14,440	7,112	5,906	1,536	14,554
West Midlands	5,564	4,297	1,097	10,958	5,593	4,515	1,137	11,245	5,634	4,527	1,119	11,280
Eastern	8,014	6,473	2,262	16,749	8,068	6,563	2,346	16,977	8,042	6,560	2,379	16,981
South Eastern	5,967	4,071	1,581	11,619	5,965	4,232	1,621	11,818	6,010	4,227	1,630	11,867
Western	7,053	5,469	1,688	14,210	6,972	5,642	1,701	14,315	7,024	5,601	1,761	14,386
Welsh	3,549	2,760	551	6,860	3,555	2,901	586	7,042	3,568	2,817	588	6,973
National	48,382	38,924	11,010	98,316	48,295	40,090	11,409	99,794	48,482	39,912	11,522	99,916

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

	2007/08				2006/07				2005/06			
	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total	Restricted	Standard national	Standard international	Total
Scottish	7,907	18,715	5,805	32,427	7,727	18,068	5,656	31,451	7,592	17,769	5,799	31,160
North Eastern	15,775	30,130	14,190	60,095	15,426	29,206	13,879	58,511	15,160	28,857	13,630	57,647
North Western	15,233	26,285	12,867	54,385	14,817	25,704	12,705	53,226	14,652	25,597	12,645	52,894
West Midlands	11,772	20,090	9,784	41,646	11,546	20,104	9,767	41,417	11,375	20,196	9,401	40,972
Eastern	16,942	32,731	19,662	69,335	16,567	31,072	19,068	66,707	16,440	30,760	18,833	66,033
South Eastern	15,027	22,534	10,009	47,570	14,878	21,531	9,811	46,220	14,769	21,555	9,784	46,108
Western	14,927	27,888	12,390	55,205	14,559	27,347	11,868	53,774	14,514	26,720	11,907	53,141
Welsh	6,390	10,480	3,576	20,446	6,341	10,314	3,561	20,216	6,324	10,336	3,585	20,245
National	103,973	188,853	88,283	381,109	101,861	183,346	86,315	371,522	100,826	181,790	85,584	368,200

Table A1.23 HGV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
New licence	5,714	6,622	7,863	56.1%	57.0%	44.6%
Variation	527	583	3,341	5.2%	5.0%	18.9%
Traffic Area Office generated	992	1,506	2,565	9.7%	13.0%	14.5%
Enforcement Area generated	2,950	2,911	3,873	29.0%	25.0%	22.0%
Total	10,183	11,622	17,642			

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

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
New licence	41.4%	43.4%	35.8%	5,256	6,505	7,751	332	432	439	6.3%	6.6%	5.7%
Variation	7.0%	6.3%	15.4%	885	947	3,340	54	53	196	6.1%	5.6%	5.9%
Traffic Area Office generated	14.9%	16.9%	19.6%	1,893	2,530	4,255	260	254	342	13.7%	10.0%	8.0%
Enforcement Area generated	36.7%	33.3%	29.1%	4,657	4,992	6,308	478	524	711	10.3%	10.5%	11.3%
Total				12,691	14,974	21,654	1,124	1,263	1,688	8.9%	8.4%	7.8%

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 A1.25 HGV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	794	1,116	1,712	56.6%	62.2%	59.0%	43.4%	37.8%	41.0%
North Eastern	1,791	1,772	2,509	45.4%	41.8%	54.8%	54.6%	58.2%	45.2%
North Western	943	792	2,210	57.7%	62.0%	69.9%	42.3%	38.0%	30.1%
West Midlands	418	555	771	65.3%	62.7%	64.9%	34.7%	37.3%	35.1%
Eastern	1,477	1,682	3,381	40.7%	57.8%	61.9%	59.3%	42.2%	38.1%
South Eastern	1,181	1,698	1,945	62.1%	47.8%	48.9%	37.9%	52.2%	51.1%
Western	900	958	2,033	44.4%	44.8%	58.0%	55.6%	55.2%	42.0%
Welsh	467	461	775	55.5%	50.8%	64.1%	44.5%	49.2%	35.9%
National	7,971	9,034	15,336	52.4%	52.3%	59.7%	47.6%	47.7%	40.3%

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 in this table.

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

Enforcement Group	HGV motor vehicles						HGV trailers					
	2007/08		2006/07		2005/06		2007/08		2006/07		2005/06	
	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	876	12.2%	1,096	10.8%	1,730	10.6%	181	6.1%	260	10.8%	370	9.2%
North Eastern	1,764	9.8%	2,002	8.9%	2,798	9.6%	473	7.0%	512	7.0%	736	8.8%
North Western	2,182	9.5%	2,141	9.3%	2,780	9.7%	515	6.8%	511	6.7%	749	5.7%
West Midlands	932	13.1%	1,316	9.3%	1,989	9.8%	213	10.8%	312	10.9%	468	9.8%
Eastern	1,388	4.8%	1,468	3.4%	2,870	2.8%	305	4.3%	312	2.6%	596	2.5%
South Eastern	1,296	7.5%	2,037	8.8%	2,461	6.6%	153	5.2%	260	7.3%	299	7.0%
Western	1,527	8.3%	1,544	9.0%	2,267	8.2%	301	7.6%	349	10.6%	463	8.6%
Welsh	485	14.4%	680	11.0%	845	8.4%	100	7.0%	174	4.0%	233	3.9%
National	10,450	9.3%	12,284	8.6%	17,740	8.0%	2,241	6.8%	2,690	7.5%	3,914	7.0%

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.

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

Category	2007/08			2006/07			2005/06		
	Number of checks	Number prohibited	Prohibition rate	Number of checks	Number prohibited	Prohibition rate	Number of checks	Number prohibited	Prohibition rate
UK	51,411	19,298	37.5%	56,358	18,753	33.3%	75,893	19,645	25.9%
Foreign	31,621	14,702	46.5%	31,010	13,279	42.8%	14,839	5,396	36.4%
Total	83,032	34,000	40.9%	87,368	32,032	36.7%	90,732	25,041	27.6%
Emissions *				6,706	34	0.5%	6,071	289	4.8%
Fleet	12,691	1,124	8.9%	14,974	1,263	8.4%	21,654	1,688	7.8%
Sift Checks	34,899			28,460	-	-	18,611	-	-

Note:

Emissions * - Against a background of low prohibition rates, the Department for Transport (DfT) agreed the cessation of emission only checks from April 2007.

The released resource to be re-deployed on checks of vehicles on international journeys.

Excluded here are mechanical prohibitions which were issued during a Traffic Examination. These number 746.

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

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

Enforcement Group	HGV motor vehicles						HGV trailers					
	2007/08		2006/07		2005/06		2007/08		2006/07		2005/06	
	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	6,087	34.5%	7,177	27.5%	7,924	22.4%	2,220	36.9%	2,697	28.8%	2,864	25.6%
North Eastern	7,613	33.7%	7,157	33.2%	10,126	26.7%	2,516	41.9%	2,227	39.8%	2,947	30.3%
North Western	5,704	35.7%	6,698	28.3%	7,714	24.8%	1,862	49.9%	2,073	40.2%	2,602	31.6%
West Midlands	3,520	37.1%	3,264	36.0%	3,998	32.5%	940	39.6%	931	41.7%	1,381	32.9%
Eastern	4,914	33.4%	4,918	29.8%	6,200	21.3%	1,964	48.7%	1,907	43.5%	2,054	31.0%
South Eastern	4,136	38.8%	5,300	33.6%	10,551	23.5%	1,302	34.6%	1,706	31.9%	2,774	25.9%
Western	4,709	38.5%	5,752	36.0%	8,425	25.4%	1,764	45.0%	2,151	48.3%	2,752	37.0%
Welsh	1,570	36.8%	1,764	28.6%	2,464	20.7%	436	49.3%	494	34.6%	753	22.0%
Unknown	115	33.0%	95	24.2%	283	0	39	43.6%	47	40.4%	81	0
National	38,368	35.7%	42,125	31.5%	57,685	24.6%	13,043	43.0%	14,233	38.5%	18,208	30.0%

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.

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

Enforcement Group	HGV motor vehicles						HGV trailer					
	2007/08		2006/07		2005/06		2007/08		2006/07		2005/06	
	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	129	34.9%	176	26.7%	70	21.4%	109	57.8%	157	40.1%	67	34.3%
North Eastern	825	25.9%	503	21.1%	357	17.6%	829	32.3%	532	30.1%	334	25.1%
North Western	2,080	35.4%	1,841	24.6%	1,465	27.6%	1,779	54.8%	1,488	55.4%	1,274	56.9%
West Midlands	658	40.3%	818	35.9%	515	35.9%	609	35.0%	764	45.9%	481	41.2%
Eastern	1,219	50.9%	1,487	31.9%	951	22.9%	1,120	49.6%	1,337	34.0%	828	32.7%
South Eastern	8,896	50.3%	8,372	48.6%	2,922	38.5%	8,818	48.7%	8,238	45.6%	2,826	42.0%
Western	1,425	32.8%	1,530	38.9%	680	31.8%	1,310	47.9%	1,377	56.4%	589	47.5%
Welsh	964	40.1%	1,113	21.1%	714	16.5%	819	58.7%	1,057	52.2%	702	38.2%
Unknown	18	22.2%	116	21.6%	31	0	14	57.1%	104	38.5%	33	0
National	16,214	44.5%	15,956	39.5%	7,705	30.5%	15,407	48.6%	15,054	46.4%	7,134	42.7%

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

Country	Number of checks	Prohibitions	Prohibition rate
Eire	2,865	1090	38.0%
Poland	2,594	1315	50.7%
Netherlands	1,502	497	33.1%
Spain	1,500	599	39.9%
Germany	975	437	44.8%
Italy	935	418	44.7%
France	767	246	32.1%
Czech Republic	707	430	60.8%
Hungary	610	312	51.1%
Belgium	577	247	42.8%

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

Country	Number of checks	Prohibitions	Prohibition rate
Eire	2,508	1429	57.0%
Poland	2,309	1063	46.0%
Netherlands	1,570	704	44.8%
Spain	1,503	958	63.7%
Germany	966	303	31.4%
Italy	934	513	54.9%
France	788	364	46.2%
Czech Republic	689	227	32.9%
Belgium	666	330	49.5%
Hungary	535	218	40.7%

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

Enforcement Group where operator based	2007/08		2006/07		2005/06	
	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	4,981	34.4%	6,035	27.3%	6,749	22.6%
North Eastern	6,960	32.5%	6,745	29.5%	9,412	19.0%
North Western	5,344	34.4%	6,119	29.4%	7,325	31.0%
West Midlands	3,475	37.6%	3,360	31.8%	4,367	26.6%
Eastern	4,934	33.5%	5,297	28.9%	7,285	20.1%
South Eastern	3,199	38.1%	3,682	33.0%	7,324	22.7%
Western	3,778	36.6%	4,279	31.5%	6,818	22.8%
Welsh	1,861	36.4%	2,067	31.7%	2,822	24.8%
HGV trailers						
Scottish	1,579	40.9%	2,222	29.3%	2,390	26.4%
North Eastern	2,311	40.2%	2,387	36.3%	3,139	29.1%
North Western	1,576	44.9%	1,856	35.5%	2,450	27.8%
West Midlands	892	44.5%	1,060	40.7%	1,409	32.0%
Eastern	1,748	41.1%	2,102	37.2%	2,651	26.1%
South Eastern	759	43.3%	906	35.3%	1,431	26.8%
Western	1,222	45.5%	1,440	39.4%	2,122	30.8%
Welsh	655	50.4%	762	41.9%	1,036	30.6%

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 Results of roadworthiness spot checks by licence type

Licence type	HGK motor vehicles						HGK trailers					
	2007/08		2006/07		2005/06		2007/08		2006/07		2005/06	
	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	8,729	37.8%	9,301	32.4%	12,888	25.4%	772	55.1%	615	41.6%	781	28.2%
Standard national	16,594	35.0%	18,166	30.7%	25,208	23.9%	5,498	43.3%	6,031	36.6%	7,990	28.9%
Standard international	7,737	29.7%	8,960	25.0%	12,262	18.8%	4,485	40.4%	5,627	34.7%	7,332	27.6%

Note:

Excludes checks where licence type was not known or recorded.

Table A1.34 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks - HGK motor vehicles

Prohibition defect	2007/08	2006/07	2005/06
Brake Systems and Components	10.0%	10.8%	8.7%
Condition of Tyres	5.6%	4.9%	4.0%
Glass & View of Road	4.8%	3.4%	1.0%
Service Brake Operation	4.1%	3.5%	1.7%
Spray Suppression & Wings & Wheel Arches	3.3%	2.0%	1.4%
Suspension	3.1%	3.0%	2.8%
Road Wheels and Hubs	2.7%	2.7%	2.2%
Steering Mechanism	2.4%	1.9%	1.5%
Lamps	2.3%	2.1%	1.8%
Direction Indicators and Hazard Warning lamps	2.2%	1.6%	1.2%

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

Prohibition defect	2007/08	2006/07	2005/06
Brake Systems and Components	28.6%	23.8%	17.5%
Condition of Tyres	8.6%	7.4%	5.3%
Spray Suppression & Wings & Wheel Arches	6.1%	4.4%	3.1%
Suspension	5.9%	4.4%	3.1%
Service Brake Operation	4.8%	4.1%	3.9%
Road Wheels and Hubs	3.9%	3.8%	3.0%
Service Brake Performance	3.5%	3.8%	3.2%
Trailer Parking and Emergency Brakes and Air Line Connections	3.5%	3.1%	2.1%
Lamps	2.9%	2.5%	2.3%
Direction Indicators and Hazard Warning lamps	2.1%	1.5%	1.2%

Table A1.36 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
2007/08						
UK	46,325	7,339	15.8%	15,316	4,377	28.6%
Foreign	30,606	7,329	23.9%	10,213	3,383	33.1%
Total	76,931	14,668	19.1%	25,529	7,760	30.4%
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%

Table A1.37 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
2007/08						
Scottish	4,030	875	21.7%	792	385	48.6%
North Eastern	10,804	1,544	14.3%	3,607	700	19.4%
North Western	6,835	1,497	21.9%	2,326	696	29.9%
West Midlands	4,593	578	12.6%	1,684	707	42.0%
Eastern	6,748	986	14.6%	2,088	589	28.2%
South Eastern	5,150	704	13.7%	1,597	486	30.4%
Western	5,614	577	10.3%	2,445	495	20.2%
Welsh	2,551	578	22.7%	777	319	41.1%
National	46,325	7,339	15.8%	15,316	4,377	28.6%
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%

Table A1.38a 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
2007/08						
Scottish	492	172	35.0%	50	26	52.0%
North Eastern	1,467	245	16.7%	487	128	26.3%
North Western	4,205	1,182	28.1%	1,728	465	26.9%
West Midlands	1,645	347	21.1%	702	280	39.9%
Eastern	4,291	1,029	24.0%	1,304	379	29.1%
South Eastern	13,419	2,912	21.7%	3,567	1,223	34.3%
Western	2,213	464	21.0%	1,216	443	36.4%
Welsh	2,874	978	34.0%	1,159	439	37.9%
National	30,606	7,329	23.9%	10,213	3,383	33.1%

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%

Table A1.38b Top ten foreign checks by country of origin

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Eire	6,333	2,310	36.5%
Poland	4,468	669	15.0%
Netherlands	3,391	794	23.4%
Spain	2,313	348	15.0%
Germany	2,213	686	31.0%
Italy	1,499	421	28.1%
Czech Republic	1,287	221	17.2%
France	1,234	121	9.8%
Hungary	1,120	212	18.9%
Belgium	984	160	16.3%

Table A1.38c Top ten foreign weight checks by country of origin

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Eire	2,637	940	35.6%
Poland	1,420	453	31.9%
Netherlands	987	311	31.5%
Spain	981	446	45.5%
Germany	703	230	32.7%
France	480	182	37.9%
Czech Republic	387	70	18.1%
Italy	377	107	28.4%
Hungary	300	81	27.0%
Belgium	289	98	33.9%

Table A1.39 Hazchem inspections and prohibitions

	Inspections of hazchems			Hazchem prohibitions			Prohibition rate		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	272	300	364	121	83	62	44.5%	27.7%	17.0%
North Eastern	547	678	799	69	66	50	12.6%	9.7%	6.3%
North Western	348	572	756	121	88	85	34.8%	15.4%	11.2%
West Midlands	465	646	656	62	46	36	13.3%	7.1%	5.5%
Eastern	530	731	957	65	46	43	12.3%	6.3%	4.5%
South Eastern	666	727	745	98	46	62	14.7%	6.3%	8.3%
Western	467	265	614	48	52	44	10.3%	19.6%	7.2%
Wales	408	416	399	38	16	16	9.3%	3.8%	4.0%
National	3,703	4,335	5,290	622	443	398	16.8%	10.2%	7.5%

Table A1.40 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
2007/08						
Restricted	11,480	2,279	19.9%	4,100	1,468	35.8%
Standard national	18,031	2,467	13.7%	5,582	1,280	22.9%
Standard international	10,065	1,057	10.5%	3,022	688	22.8%
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%

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

Table A1.41 HGV offences prosecuted

Enforcement Group	Offences found and action taken											
	Drivers' hours, tachograph & records			Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2007/08												
Scottish	246	192	78.0%	78	71	91.0%	83	71	85.5%	407	334	82.1%
North Eastern	732	637	87.0%	145	137	94.5%	472	429	90.9%	1,349	1,203	89.2%
North Western	1,019	794	77.9%	116	112	96.6%	320	272	85.0%	1,455	1,178	81.0%
West Midlands	483	422	87.4%	267	247	92.5%	206	183	88.8%	956	852	89.1%
Eastern	534	428	80.1%	117	105	89.7%	233	197	84.5%	884	730	82.6%
South Eastern	545	420	77.1%	108	101	93.5%	220	195	88.6%	873	716	82.0%
Western	582	502	86.3%	80	80	100.0%	268	219	81.7%	930	801	86.1%
Welsh	133	125	94.0%	49	48	98.0%	91	84	92.3%	273	257	94.1%
National	4,274	3,520	82.4%	960	901	93.9%	1,893	1,650	87.2%	7,127	6,071	85.2%
2006/07												
Scottish	285	249	87.4%	89	72	80.9%	84	62	73.8%	458	383	83.6%
North Eastern	1,647	1,527	92.7%	144	135	93.8%	514	452	87.9%	2,305	2,114	91.7%
North Western	1,218	952	78.2%	115	106	92.2%	378	331	87.6%	1,711	1,389	81.2%
West Midlands	615	564	91.7%	215	197	91.6%	316	277	87.7%	1,146	1,038	90.6%
Eastern	581	472	81.2%	121	111	91.7%	343	295	86.0%	1,045	878	84.0%
South Eastern	755	580	76.8%	113	112	99.1%	385	341	88.6%	1,253	1,033	82.4%
Western	616	510	82.8%	133	128	96.2%	337	298	88.4%	1,086	936	86.2%
Welsh	402	354	88.1%	42	39	92.9%	192	133	69.3%	636	526	82.7%
National	6,119	5,208	85.1%	972	900	92.6%	2,549	2,189	85.9%	9,640	8,297	86.1%
2005/06												
Scottish	258	207	80.2%	108	101	93.5%	144	124	86.1%	510	432	84.7%
North Eastern	1,640	1,187	72.4%	127	121	95.3%	482	419	86.9%	2,249	1,727	76.8%
North Western	1,337	1,217	91.0%	123	118	95.9%	243	202	83.1%	1,703	1,537	90.3%
West Midlands	946	823	87.0%	118	105	89.0%	347	294	84.7%	1,411	1,222	86.6%
Eastern	814	688	84.5%	127	118	92.9%	384	331	86.2%	1,325	1,137	85.8%
South Eastern	757	691	91.3%	131	128	97.7%	516	408	79.1%	1,404	1,227	87.4%
Western	768	724	94.3%	140	136	97.1%	457	392	85.8%	1,365	1,252	91.7%
Welsh	451	392	86.9%	57	53	93.0%	162	126	77.8%	670	571	85.2%
National	6,971	5,929	85.1%	931	880	94.5%	2,735	2,296	83.9%	10,637	9,105	85.6%

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 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 A1.42 HGV cases taken to Traffic Commissioners

Enforcement Group	Cases						Outcome											
				Revocation			Curtailment			Suspension			Warning			No action		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	13	15	12	4	4	2	3	2	2	1	3	3	3	5	3	2	1	0
North Eastern	4	1		2	0	0	0	0	0	0	0	0	2	1	0	0	0	0
North Western	9	0	70	0	0	1	0	0	0	8	0	0	0	0	69	1	0	0
West Midlands	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
Eastern	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
South Eastern	7	38	27	1	35	7	4	1	15	1	1	1	1	1	4	0	0	0
Western	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Welsh	1	2	11	0	0	0	1	0	2	0	1	0	0	1	0	0	0	0
National	35	58	122	8	40	11	8	4	20	10	5	4	6	8	76	3	1	0

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/records			Other			Total		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2006/07	2006/07	2004/05
Scottish	161	443	114	609	1,712	392	16	1,539	22	786	3,694	528
North Eastern	228	8	0	538	0	0	0	0	0	766	8	0
North Western	0	0	1,066	75	0	1,021	0	0	0	75	0	2,087
West Midlands	0	0	0	0	0	46	0	0	0	0	0	46
Eastern	0	316	0	0	324	0	1	132	1	1	772	1
South Eastern	61	222	894	316	2,159	4,070	3	93	164	380	2,474	5,128
Western	0	17	0	0	53	0	0	6	0	0	76	0
Welsh	36	18	276	0	1,056	264	0	0	0	36	1,074	540
National	486	1,024	2,350	1,538	5,304	5,793	20	1,770	187	2,044	8,098	8,330

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 A1.43 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		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Tacho/records	2,143	3,346	3,723	1,660	2,592	3,014	£ 193.38	£ 134.14	£156.80	75	113	127	54	101	94	£ 159.44	£ 62.45	£ 82.39
Drivers hours	1,885	2,644	2,990	1,668	2,367	2,708	£ 136.70	£ 119.13	£119.48	171	172	131	138	148	113	£ 59.64	£ 53.72	£ 90.84
Overloading	882	883	823	830	828	779	£ 628.48	£ 622.37	£501.34	78	89	108	71	72	101	£ 228.59	£ 188.26	£ 127.72
No 'O' Licence	526	721	799	468	661	724	£ 528.96	£ 490.63	£395.82	31	28	46	28	22	41	£ 85.54	£ 54.09	£ 90.85
Driver licence	359	529	489	311	424	411	£ 174.13	£ 160.98	£130.96	12	13	36	9	11	32	£ 77.78	£ 61.36	£ 78.91
C & U	340	639	610	318	501	525	£ 451.37	£ 332.21	£309.45	23	19	29	19	15	22	£ 96.84	£ 149.33	£ 67.73
Plating & Testing	268	280	219	250	259	199	£ 248.60	£ 226.46	£214.48	9	8	18	9	4	15	£ 122.22	£ 250.00	£ 176.00
Miscellaneous	185	265	245	136	179	164	£ 270.28	£ 246.29	£263.74	5	12	8	4	8	8	£ 50.00	£ 143.75	£ 46.88
Other 'O' licence	82	87	155	55	60	89	£ 334.09	£ 417.58	£401.35	2	3	6	1	1	5	£ 500.00	£ 230.00	£ 90.00
Vehicle excise duty	46	52	66	39	40	53	£ 248.59	£ 216.38	£132.97	1	1	1	1	1	1	£ -	£ -	£ -
Overall	6,720	9,452	10,127	5,737	7,914	8,673	£ 286.89	£ 232.68	£209.84	407	458	510	334	383	432	£ 119.18	£ 89.55	£ 97.49

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

Table A1.44 Impounding

Enforcement Group	2007/08	2006/07	2005/06
Scottish	6	6	8
North Eastern	23	32	45
North Western	29	17	13
West Midlands	12	18	12
Eastern	27	49	49
South Eastern	27	94	59
Western	3	22	41
Welsh	3	5	9
National	130	243	236

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

The Public Service Vehicle Fleet

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[Table A2.29 PSV offences prosecuted](#)

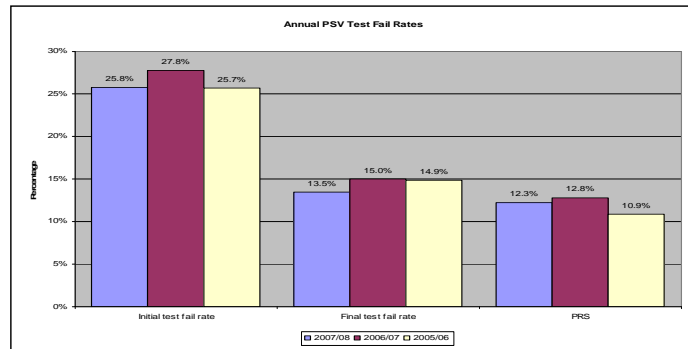
[Table A2.30 PSV cases taken to Traffic Commissioners rather than prosecution](#)

[Table A2.31 Top ten offences](#)

Summary

Annual Testing

There were 81,823 annual tests in 2007/08, compared to 81,684 in 2006/07 - an increase of 0.2%. Initial test fail rates decreased from 27.8% to 25.8% over the same time period. Final test rates decreased from 15% to 13.5%, and those PSVs that passed after rectification decreased from 12.8% to 12.3%. Pass after rectification refers to those public service vehicles for which all failure items were able to be rectified at the station. Final fail rates were higher at HGVTS' (18.1%) than at Designated Premises (5.8%).



The initial test fail rate was far higher for older vehicles; 9.5% of vehicles less than a year old failed the initial test whereas for vehicles 12 years old and more the percentage was 34.2%. 18.4% of buses and coaches licensed are over 12 years old (consistent with 2006). Those vehicles from smaller fleets were also more likely to fail their initial test than those from larger fleets; the initial test fail rate for vehicles belong to a fleet of one was 48.53%, for vehicles belonging to a fleet of more than 101 the percentage was 15.98%. Those vehicles belonging to a fleet of just one comprise 34.3% of the overall fleet.

Overall initial test fail rates were lower for those vehicles belonging to operators who maintain their vehicles in-house rather than contract maintenance out.

Headlamp aim remains by far the most common cause of test failure, despite decreasing from 14.5% in 2006/07 to 13.1%. Exhaust emissions accounted for only 0.42% of fails, a decrease from 0.7% in 2006/07.

Operator Licensing

The number of bus and coach operator licences in issue was 9,202, up 2.1% on 2006/07 and continuing an upwards trend. The number of actual discs in issue was 90,444, up 0.4% on 2006/07 and continuing an upward trend.

Roadworthiness Enforcement

At fleet checks:

the number of checks decreased by 31.4% from 2006/07, continuing the downwards trend from 2005/06

the prohibition rate increased from 14.4% to 15%, continuing an upwards trend

At spot checks:

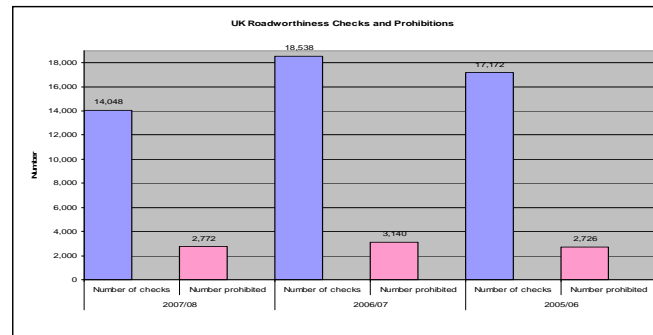
the number of UK vehicle checks decreased by 24.2%

the UK vehicle prohibition rate was 19.7% (16.9% in 2006/07)

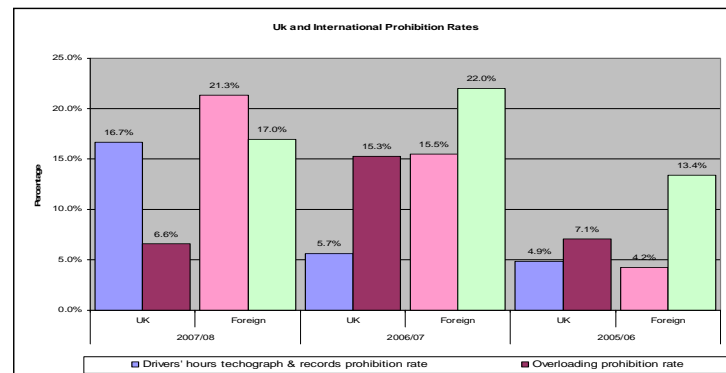
the number of checks on international vehicles increased very slightly from 311 to 314

the international vehicle prohibition rate increased from 19.3% to 25.8%; vehicles from Romania attracted the highest prohibition rate at 50%, although Poland with 60 vehicles checked had a rate of 46.7%

Driver and passenger doors remains the most common defect (3.9%), closely followed by brake systems and components.



Traffic Enforcement



For drivers' hours/ tachograph records:

the number of UK vehicles examined decreased by 1.2%

the number of prohibitions issued increased from 464 to 1,349 (an increase of almost 200%)

the prohibition rate increased from 5.7% to 16.7%

the number of international vehicles examined increased by 22.7%

the number of prohibitions issued increased by 68.7%

the prohibition rate increased from 15.5% to 21.3%

For overloading:

the number of UK vehicles weighed increased by 63.7%

the number of prohibitions issued decreased by 29.2%

the prohibition rate decreased from 15.3% to 6.6%

the number of international vehicles weighed increased by 124%, to 112 in 2007/08

the number of prohibitions issued increased by 72.7%

the prohibition rate decreased from 22% to 17%

Of all international vehicles the highest prohibition rate for Drivers' Hours was for vehicles from the Republic of Ireland (44.4%); the highest prohibition rate for overloading was for vehicles from Romania and Lithuania (although only one vehicle from each country was checked, thus potentially skewing the findings)

Overall 747 offences were reported for prosecution of which 489 were successfully prosecuted (65.5%). Tacho/records remained by far the most prolific offence committed, accounting for 47.1% of all offences

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

	Tests	Fails		PRS	% fail rates		PRS
		Initial	Final		Initial	Final	
2007/08							
Annual	81,823	21,069	11,046	10,023	25.8%	13.5%	12.3%
Re-tests	11,961		889			7.4%	
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%	

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	2007/08	2006/07	2005/06
Up to 1 year	9.5%	8.2%	8.3%
2 years	13.0%	14.3%	13.2%
3 years	15.8%	18.1%	15.2%
4 years	19.7%	20.8%	16.7%
5 years	21.0%	21.9%	19.1%
6 years	22.4%	22.7%	21.6%
7 years	21.2%	24.5%	23.2%
8 years	24.2%	24.4%	22.6%
9 years	24.3%	25.6%	24.6%
10 years	23.2%	27.2%	25.6%
11 years	25.6%	28.2%	25.8%
12+ years	34.2%	37.2%	35.4%

Table A2.3 Age distribution of Buses and Coaches licensed at end of year

Age	2007	2006	2005
Up to 1 year	6.7%	6.8%	7.4%
1 year	6.6%	7.1%	7.4%
2 years	7.0%	7.3%	7.4%
3 years	7.2%	7.4%	6.8%
4 years	7.3%	6.7%	5.9%
5 years	6.6%	5.7%	6.9%
6 years	5.6%	6.7%	7.2%
7 years	6.5%	6.9%	7.3%
8 years	6.6%	6.9%	6.6%
9 years	6.5%	6.2%	6.0%
10 years	5.8%	5.5%	5.5%
11 years	5.0%	4.9%	4.1%
12 years	4.3%	3.5%	3.0%
Over 12 years	18.4%	18.4%	18.5%

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

Fleet size	2007/08	2006/07	2005/06
1	48.53%	52.6%	49.3%
2-5	48.58%	53.1%	48.6%
6-10	44.19%	47.2%	43.8%
11-20	38.32%	42.6%	39.6%
21-30	34.14%	37.0%	35.4%
31-40	25.71%	29.5%	26.1%
41-50	30.49%	29.8%	27.6%
51-100	20.21%	22.6%	22.0%
>101	15.98%	18.0%	17.9%

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	2007/08	2006/07	2005/06
1	34.3%	34.3%	33.8%
2-5	37.9%	37.4%	37.1%
6-10	13.0%	13.1%	13.8%
11-20	8.0%	8.3%	8.3%
21-30	2.6%	2.8%	2.8%
31-40	1.1%	1.0%	1.1%
41-50	0.7%	0.6%	0.6%
51-100	1.1%	1.1%	1.2%
>101	1.4%	1.4%	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

2007/08 Fleet size	Total vehicles	Vehicles maintained		% maintained		Initial test fail rates	
		In-house	Contracted out	In-house	Contracted out	In-house	Contracted out
1	1,154	159	986	13.8%	85.4%	42.1%	49.5%
2-5	3,895	877	2,963	22.5%	76.1%	44.0%	49.8%
6-10	4,157	1,457	2,658	35.0%	63.9%	43.1%	44.8%
11-20	5,144	2,084	2,993	40.5%	58.2%	34.6%	40.8%
21-30	2,847	1,186	1,627	41.7%	57.1%	33.7%	33.9%
31-40	1,793	601	1,190	33.5%	66.4%	25.8%	25.6%
41-50	1,394	282	1,099	20.2%	78.8%	28.4%	30.8%
51-100	3,513	1,489	2,011	42.4%	57.2%	18.0%	21.9%
100+	10,226	2,949	7,239	28.8%	70.8%	18.0%	15.1%
Total	34,123	11,084	22,766	32.5%	66.7%	29.2%	31.2%

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%

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	2007/08	2006/07	2005/06
Headlamp Aim	13.1%	14.5%	10.9%
Lamps	3.8%	3.8%	3.5%
Body (Interior)	3.6%	4.0%	4.1%
Brake System Components	3.4%	3.7%	3.6%
Service Brake Performance	2.6%	3.2%	3.1%
Doors and Emergency Exits	2.6%	3.2%	3.3%
Seat Belts	2.4%	2.7%	2.5%
Suspension	1.6%	1.7%	1.7%
Steering Mechanism	1.4%	1.7%	1.7%
Secondary brake	1.3%	1.6%	1.6%

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

	2007/08	2006/07	2005/06
Fail rate	0.42%	0.7%	0.7%

Table A2.9 Regional variation in PSV test fail rates

Enforcement Group	2007/08	2006/07	2005/06
East	21.8%	23.9%	22.3%
North	26.4%	28.6%	26.5%
West	29.7%	31.6%	29.9%
National	25.8%	27.8%	25.7%

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

	Initial			Pass after Rectification			Final		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
HGVTS	33.6%	36.0%	33.8%	15.4%	16.2%	13.0%	18.1%	19.8%	19.8%
DP	12.8%	14.1%	13.2%	7.0%	7.2%	7.1%	5.8%	7.0%	6.1%

Table A2.11 PSV baseline survey results 2005/06

Note: There was no survey in 2007/08 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 prohibitions
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

	2007/08					2006/07					2005/06				
	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	347	2	513	174	1,036	336	0	526	173	1,035	310	0	525	176	1,011
North Eastern	805	47	446	369	1,667	728	45	448	375	1,596	673	45	445	380	1,543
North Western	680	25	444	260	1,409	641	25	454	272	1,392	587	25	462	287	1,361
West Midlands	324	10	247	212	793	286	9	243	212	750	256	9	229	220	714
Eastern	418	14	423	404	1,259	406	14	419	405	1,244	378	14	421	419	1,232
South Eastern	284	3	354	434	1,075	273	2	342	448	1,065	276	2	331	452	1,061
Western	393	12	415	333	1,153	370	11	410	347	1,138	372	11	422	356	1,161
Welsh	345	14	245	206	810	328	14	237	210	789	288	14	239	219	760
National	3,596	127	3,087	2,392	9,202	3,368	120	3,079	2,442	9,009	3,140	120	3,074	2,509	8,843

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

	2007/08					2006/07					2005/06				
	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	517	2	4,889	5,457	10,865	549	0	4,881	5,464	10,894	529	0	4,726	5,468	10,723
North Eastern	1,092	47	4,223	8,121	13,483	971	45	3,051	9,472	13,539	921	45	3,005	9,398	13,369
North Western	941	25	3,721	7,501	12,188	908	25	3,779	7,445	12,157	837	25	3,636	7,427	11,925
West Midlands	444	10	4,033	2,911	7,398	399	9	3,851	3,059	7,318	367	9	3,726	3,062	7,164
Eastern	586	14	4,306	6,778	11,684	561	14	4,201	6,649	11,425	511	14	4,018	6,752	11,295
South Eastern	397	3	4,340	12,323	17,063	403	2	4,158	12,390	16,953	409	2	4,085	12,454	16,950
Western	548	12	4,206	6,950	11,716	535	11	4,011	7,178	11,735	543	11	3,936	7,132	11,622
Welsh	480	14	1,466	4,087	6,047	451	14	1,373	4,251	6,089	409	14	1,344	4,050	5,817
National	5,005	127	31,184	54,128	90,444	4,777	120	29,305	55,908	90,110	4,526	120	28,476	55,743	88,865

Table A2.14 PSV maintenance assessments by initiating reason

	Number assessed			% assessed		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
New licence	827	1,008	991	42.2%	41.4%	36.1%
Variation	126	118	485	6.4%	4.8%	17.7%
Traffic Area Office generated	243	356	389	12.4%	14.6%	14.2%
Enforcement Area generated	764	953	878	39.0%	39.1%	32.0%
Total	1,960	2,435	2,743			

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

	% examined			Number examined			Number of prohibitions			Prohibition rates		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
New licence	27.2%	23.7%	22.4%	748	950	960	64	72	64	8.6%	7.6%	6.7%
Variation	7.9%	5.6%	12.4%	218	226	534	31	19	28	14.2%	8.4%	5.2%
Traffic Area Office generated	18.8%	20.0%	21.3%	517	802	915	101	137	116	19.5%	17.1%	12.7%
Enforcement Area generated	46.0%	50.6%	43.9%	1,264	2,028	1,885	216	349	260	17.1%	17.2%	13.8%
Total				2,747	4,006	4,294	412	577	468	15.0%	14.4%	10.9%

Table A2.16 PSV maintenance assessments and outcomes

Enforcement Group	Total assessments			Satisfactory			Unsatisfactory		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	159	204	278	56.6%	65.2%	66.9%	43.4%	34.8%	33.1%
North Eastern	282	356	399	45.4%	44.1%	56.6%	54.6%	55.9%	43.4%
North Western	227	259	138	57.7%	61.8%	55.1%	42.3%	38.2%	44.9%
West Midlands	98	48	58	65.3%	72.9%	70.7%	34.7%	27.1%	29.3%
Eastern	216	226	358	40.7%	64.2%	61.5%	59.3%	35.8%	38.5%
South Eastern	219	409	414	62.1%	58.9%	56.3%	37.9%	41.1%	43.7%
Western	151	166	265	44.4%	43.4%	63.0%	55.6%	56.6%	37.0%
Welsh	146	106	132	55.5%	40.6%	57.6%	44.5%	59.4%	42.4%
National	1,498	1,774	2,042	52.4%	55.6%	60.0%	47.6%	44.4%	40.0%

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.

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

Enforcement Group	2007/08		2006/07		2005/06	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	208	16.8%	282	16.7%	432	10.6%
North Eastern	408	13.5%	510	11.2%	593	11.8%
North Western	640	15.0%	1,023	14.9%	817	12.7%
West Midlands	208	25.5%	341	27.3%	381	16.3%
Eastern	282	9.9%	240	4.2%	489	4.5%
South Eastern	347	9.5%	655	8.4%	744	6.2%
Western	394	12.2%	711	14.3%	610	13.3%
Welsh	260	24.6%	244	25.0%	228	16.2%
National	2,747	15.0%	4,006	14.4%	4,294	10.9%

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.

Table A2.18 Roadworthiness checks of UK and foreign PSVs

Category	2007/08			2006/07			2005/06		
	Number checked	Number prohibited	Prohibition rate	Number checked	Number prohibited	Prohibition rate	Number checked	Number prohibited	Prohibition rate
UK	14,048	2,772	19.7%	18,538	3,140	16.9%	17,172	2,726	15.9%
Foreign	314	81	25.8%	311	60	19.3%	344	46	13.4%
Total	14,362	2,853	19.9%	18,849	3,200	17.0%	17,516	2,772	15.8%
Emissions *				4,607	15	0.3%	4,138	27	0.7%
Fleet	2,747	412	15.0%	4,006	577	14.4%	4,294	468	10.9%

Notes:

Emissions * - Against a background of low prohibition rates, the Department for Transport (DfT) agreed the cessation of emission only checks from April 2007. The released resource to be re-deployed on checks of vehicles on international journeys.

Excluded here are mechanical prohibitions which were issued during a Traffic Examination. These number 36. Also included here are encounters and mechanical prohibitions where a VE has weighed a vehicle.

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

Enforcement Group	2007/08		2006/07		2005/06	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	1,666	29.7%	1,804	24.5%	2,148	20.3%
North Eastern	2,530	15.6%	2,984	15.8%	2,750	15.4%
North Western	1,874	25.0%	2,556	22.8%	1,811	20.9%
West Midlands	1,044	21.1%	1,986	13.8%	1,646	11.8%
Eastern	2,173	13.3%	2,462	11.0%	2,164	9.5%
South Eastern	2,023	17.6%	3,203	15.3%	3,008	16.7%
Western	1,830	19.0%	2,496	16.5%	2,456	16.6%
Welsh	863	21.7%	1,015	18.8%	1,144	15.5%
Unknown	45	26.7%	32	21.9%	45	6.7%
National	14,048	19.7%	18,538	16.9%	17,172	15.9%

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.

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

Enforcement Group	2007/08		2006/07		2005/06	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Scottish	4	0.0%	3	33.3%	6	16.7%
North Eastern	12	16.7%	14	7.1%	9	11.1%
North Western	19	31.6%	8	50.0%	5	60.0%
West Midlands	8	25.0%	13	0.0%	11	18.2%
Eastern	27	14.8%	14	0.0%	8	0.0%
South Eastern	215	29.3%	184	24.5%	233	14.6%
Western	25	12.0%	64	9.4%	69	4.3%
Welsh	4	25.0%	11	27.3%	3	66.7%
National	314	25.8%	311	19.3%	344	13.4%

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

Country	Number of checks	Prohibitions	Prohibition rate
Poland	60	28	46.7%
France	58	10	17.2%
Germany	49	6	12.2%
Belgium	26	10	38.5%
Czech Republic	21	5	23.8%
Spain	14	6	42.9%
Eire	13	5	38.5%
Netherlands	12	3	25.0%
Finland	7	1	14.3%
Romania	6	3	50.0%

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

Enforcement Group where operator based	2007/08		2006/07		2005/06	
	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	1,632	29.4%	1,738	24.1%	2,086	19.6%
North Eastern	2,436	16.0%	2,891	16.0%	2,733	14.2%
North Western	1,641	23.3%	2,449	21.2%	2,017	19.5%
West Midlands	1,155	21.1%	1,504	15.1%	1,201	13.2%
Eastern	1,915	14.4%	2,278	13.7%	2,104	12.1%
South Eastern	1,456	16.4%	2,439	14.4%	2,252	15.0%
Western	1,562	16.8%	1,973	15.8%	2,118	15.4%
Welsh	964	23.4%	1,122	18.4%	1,265	16.7%

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 Results of roadworthiness spot checks by licence type

Licence type	2007/08		2006/07		2005/06	
	Number of checks	Prohibition rate	Number of checks	Prohibition rate	Number of checks	Prohibition rate
Restricted	499	29.7%	478	25.9%	424	20.8%
Standard national	4,151	23.1%	4,830	21.0%	4,688	19.5%
Standard international	7,675	16.2%	10,739	14.6%	10,242	13.4%
Special restricted	-	-	-	-	1	0.0%

Note:

Excludes checks where licence type was not known or recorded.

Table A2.24 Top ten prohibition defects as a percentage of total number of vehicles inspected at spot and fleet checks

Prohibition defect	2007/08	2006/07	2005/06
Driver and Passenger Doors	3.9%	3.5%	3.0%
Brake Systems and Components	3.8%	3.1%	2.9%
Interior of Body	2.9%	2.1%	1.8%
Seat belts	2.7%	1.8%	1.5%
Condition of Tyres	2.7%	1.7%	1.6%
Suspension	1.8%	1.5%	1.4%
Oil and Waste Leaks	1.6%	1.3%	1.3%
Exhaust Systems and PSV Waste Systems	1.1%	0.7%	0.6%
Fuel Tanks and Systems	1.0%	0.8%	0.8%
Road Wheels and Hubs	1.0%	0.8%	0.9%

Note:

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

Table A2.25 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
2007/08						
UK	8,098	1,349	16.7%	257	17	6.6%
Foreign	530	113	21.3%	112	19	17.0%
Total	8,628	1,462	16.9%	369	36	9.8%
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%

Table A2.26 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
2007/08						
Scottish	395	148	37.5%	1	0	0.0%
North Eastern	1,380	192	13.9%	26	5	19.2%
North Western	1,498	423	28.2%	77	3	3.9%
West Midlands	794	57	7.2%	54	0	0.0%
Eastern	1,292	197	15.2%	6	0	0.0%
South Eastern	1,102	87	7.9%	15	3	20.0%
Western	939	109	11.6%	25	3	12.0%
Welsh	698	136	19.5%	53	3	5.7%
National	8,098	1,349	16.7%	257	17	6.6%
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%

Table A2.27a 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
2007/08						
Scottish	7	0	0.0%	0	0	-
North Eastern	25	1	4.0%	18	4	22.2%
North Western	107	41	38.3%	69	8	11.6%
West Midlands	29	0	0.0%	0	0	-
Eastern	42	16	38.1%	2	2	100.0%
South Eastern	232	39	16.8%	2	2	100.0%
Western	52	2	3.8%	3	1	33.3%
Welsh	36	14	38.9%	18	2	11.1%
National	530	113	21.3%	112	19	17.0%
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%

Table A2.28 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
2007/08						
Restricted	423	170	40.2%	8	0	0.0%
Standard national	1,696	427	25.2%	20	0	0.0%
Standard international	4,986	579	11.6%	141	6	4.3%
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%

Note:

Excludes checks where licence type was not known or recorded.

Table A2.27b Top ten foreign checks by country of origin

Country	Number of checks	Prohibitions (drivers' hours)	Prohibition rate
Germany	110	7	6.4%
Eire	99	44	44.4%
Poland	96	36	37.5%
France	59	1	1.7%
Czech Republic	34	3	8.8%
Netherlands	27	1	3.7%
Spain	20	3	15.0%
Belgium	19	1	5.3%
Slovakia	12	5	41.7%
Hungary	12	3	25.0%

Table A2.27c Top ten foreign weight checks by country of origin

Country	Number of checks	Prohibitions (overloading)	Prohibition rate
Eire	68	5	7.4%
Germany	23	7	30.4%
Poland	9	3	33.3%
Netherlands	3	0	0.0%
Denmark	2	1	50.0%
Czech Republic	2	1	50.0%
Romania	1	1	100.0%
Lithuania	1	1	100.0%
Other	3	0	0.0%

Table A2.29 PSV offences prosecuted

Enforcement Group	Offences found and action taken											
	Drivers' hours, tachograph & records			Overloading			Other			Total		
	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted	Reported for prosecution	Convicted	% convicted
2007/08												
Scottish	4	4	100.0%	0	0	-	8	7	87.5%	12	11	91.7%
North Eastern	1	1	100.0%	0	0	-	109	85	78.0%	110	86	78.2%
North Western	32	32	100.0%	0	0	-	61	47	77.0%	93	79	84.9%
West Midlands	8	8	100.0%	0	0	-	31	27	87.1%	39	35	89.7%
Eastern	5	3	60.0%	0	0	-	36	34	94.4%	41	37	90.2%
South Eastern	18	13	72.2%	0	0	-	5	1	20.0%	23	14	60.9%
Western	236	94	39.8%	0	0	-	108	59	54.6%	344	153	44.5%
Welsh	48	40	83.3%	0	0	-	37	34	91.9%	85	74	87.1%
National	352	195	55.4%	0	0	-	395	294	74.4%	747	489	65.5%
2006/07												
Scottish	5	5	100.0%	0	0	-	3	2	66.7%	8	7	87.5%
North Eastern	16	15	93.8%	0	0	-	193	155	80.3%	209	170	81.3%
North Western	127	92	72.4%	0	0	-	35	31	88.6%	162	123	75.9%
West Midlands	15	15	100.0%	0	0	-	36	22	61.1%	51	37	72.5%
Eastern	38	35	92.1%	0	0	-	26	23	88.5%	64	58	90.6%
South Eastern	32	27	84.4%	0	0	-	19	13	68.4%	51	40	78.4%
Western	418	222	53.1%	0	0	-	65	42	64.6%	483	264	54.7%
Welsh	103	76	73.8%	0	0	-	116	26	22.4%	219	102	46.6%
National	754	487	64.6%	0	0	-	493	314	63.7%	1,247	801	64.2%
2005/06												
Scottish	0	0	-	0	0	-	18	14	77.8%	18	14	77.8%
North Eastern	66	47	71.2%	0	0	-	110	75	68.2%	176	122	69.3%
North Western	86	74	86.0%	0	0	-	64	55	85.9%	150	129	86.0%
West Midlands	34	34	100.0%	0	0	-	52	43	82.7%	86	77	89.5%
Eastern	131	108	82.4%	0	0	-	65	47	72.3%	196	155	79.1%
South Eastern	36	25	69.4%	0	0	-	21	15	71.4%	57	40	70.2%
Western	156	132	84.6%	0	0	-	92	58	63.0%	248	190	76.6%
Welsh	37	34	91.9%	0	0	-	47	42	89.4%	84	76	90.5%
National	546	454	83.2%	0	0	-	469	349	74.4%	1,015	803	79.1%

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 A2.30 PSV cases taken to Traffic Commissioners rather than prosecution

Enforcement Group	Cases						Outcome											
				Revocation			Curtailment			Suspension			Warning			No action		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	0	2	2	0	1	0	0	0	1	0	0	0	0	1	2	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	0	3	0	0	2	0	0	0	0	0	0	0	0	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	0	4	2	0	0	1	0	1	2	0	0	0	0	3	0	0	0	0
Western	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Welsh	0	2	6	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
National	0	8	13	0	2	3	0	2	3	0	0	0	0	4	3	0	0	0

Enforcement Group	Number of offences by category											
	Drivers' hours			Tacho/Records			Other			Total		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	0	31	9	0	2	90	0	0	0	0	33	99
North Eastern	0	0	0	0	0	0	0	0	0	0	0	0
North Western	0	0	22	0	0	23	0	0	1	0	0	46
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	0	234	58	0	543	137	0	0	0	0	777	195
Western	0	2	0	0	7	0	0	19	0	0	28	0
Welsh	0	36	2	0	80	62	0	0	0	0	116	64
National	0	303	91	0	632	312	0	19	1	0	954	404

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 A2.31 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		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Tacho/records	273	508	311	137	275	263	£ 165.80	£171.24	£228.48	1	1		1	1		£ -	£ -	£ -
Driver licence	118	175	144	99	113	117	£ 128.89	£109.25	£175.85	4		6	4		4	£ -	£ -	£0.00
Miscellaneous	79	99	104	49	36	68	£ 341.12	£937.08	£295.22	1		2		2		£ -	£ -	£0.00
Drivers' hours	75	314	235	54	207	191	£ 251.67	£156.23	£159.92	3	4		3	4		£ -	£ 152.50	£ -
COIF	67	79	57	43	61	41	£ 215.81	£219.92	£153.17	2		1	2		1	£ -	£ -	£0.00
No 'O' Licence	49	59	64	34	45	48	£ 428.53	£413.84	£457.81	1		2	1			£ -	£ -	£ -
C & U	36	46	57	32	38	43	£ 396.09	£356.82	£259.07		3	7		2	7	£ -	£ 200.00	£0.00
Other 'O' licence	35	29	21	28	16	16	£ 240.71	£316.25	£263.75							£ -	£ -	£ -
Vehicle excise du	2	3	3	1	3	1	£ 500.00	£113.33	£100.00							£ -	£ -	£ -
Trade Plates	1		1	1		1	£ 50.00		£0.00							£ -	£ -	£ -
Overall	735	1,312	997	478	794	789	£ 229.28	£222.30	£221.80	12	8	18	11	7	14	£ -	£ 144.29	£0.00

Note:

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

The MOT Scheme and Light Vehicles

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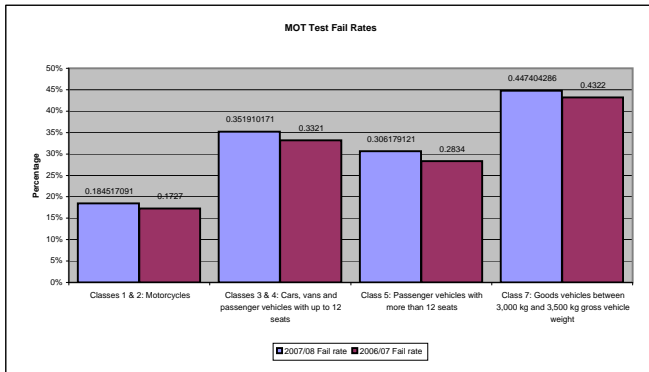
[Table A3.10 LGV examinations, weighings and offences prohibited](#)

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Summary

The MOT Scheme: Annual Testing



This is the second year, following the computerisation of MOT testing, that VOSA is able to report on all tests.

Fail rates for motorcycles (Classes 1 and 2) increased from 17.3% in 2006/07 to 18.5% in 2007/08

Fail rates for cars, vans and passenger vehicles with up to 12 seats (Classes 3 and 4) increased from 33.2% in 2006/07 to 35.2% in 2007/08

Fail rates for passenger vehicles with more than 12 seats (Class 5) increased from 28.3% in 2006/06 to 30.6% in 2007/08

Fail rates for goods vehicles between 3,000 kg and 3,500 kg (Class 7) increased from 43.2% in 2006/07 to 44.7% in 2007/08

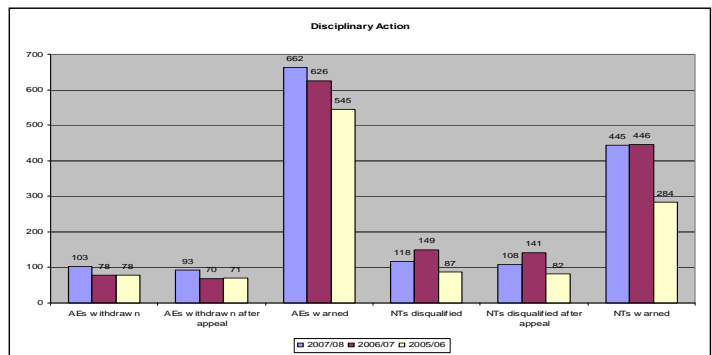
For motorcycles 'lights' remained the most common fail item, accounting for 10.4% of all vehicles tested (9.4% in 2006/07). 'Lights' were also the most common fail item for cars and light vans (19% of all vehicles tested), whereas for passenger vehicles with more than 12 seats and light goods vehicles 'brakes' were the most common fail item (17.5% and 32% of vehicles tested respectively)

The overall fail rate was highest for light goods vehicles, with 44.7% of all vehicles tested failing the test

Disciplinary Action

After appeal, the number of Authorised Examiners withdrawn increased from 70 in 2006/07 to 93

The number of Nominated Testers disqualified from testing decreased from 141 to 108

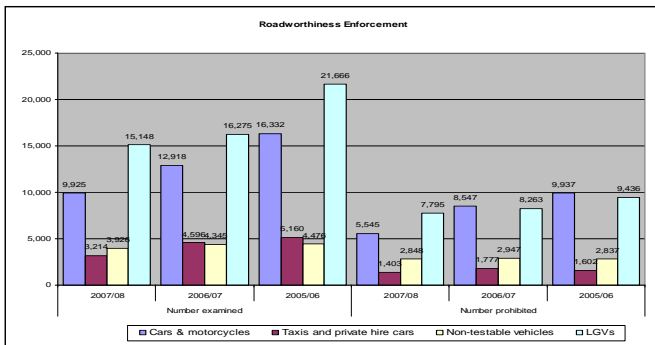


Light Vehicle Enforcement

Compliance Survey

A total of 3,526 vehicles were checked, of which 2.8% received delayed prohibitions and 4.2% immediate prohibitions

For both cars and LGVs 'Running gear' accounted for by far the largest percentage of defects (52% for cars and 43% for LGVs)



Roadworthiness Enforcement

The number of light vehicle spot checks decreased by 15.5% from 2006/07

The number of prohibitions issued decreased by 18.3% from 2006/07

The overall spot check prohibition rate decreased from 56.5% in 2006/07 to 54.6%

'Windscreens and windows' remains the most common defect for cars, although the incidence has decreased from 31.2% in 2006/07 to 24.8%

'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 examined and weighed increased by 3.8%

The number of overloading prohibitions increased by 26.3% and the overloading prohibition rate increased from 55.1% to 67.1%, continuing an upwards trend

863 LGV offences were reported for prosecution of which 793 (91.9%) were successfully prosecuted. By far the most common offence was 'overloading', accounting for 594 offences (68.8%)

Table A3.1 MOT test results

	2007/08		2006/07	
	Tests	Fail rate	Tests	Fail rate
Classes 1 & 2: Motorcycles	956,784	18.5%	946,000	17.3%
Classes 3 & 4: Cars , vans and passenger vehicles with up to 12 seats	27,239,710	35.2%	26,299,000	33.2%
Class 5: Passenger vehicles with more than 12 seats	51,496	30.6%	51,700	28.3%
Class 7: Goods vehicles between 3,000 kg and 3,500 kg gross vehicle weight	557,650	44.7%	522,875	43.2%

Notes:

The data for 2006/07 and 2007/08 is taken from the MOT Computerisation system and covers the full year.

The % for 2005/06 in Tables A3.2 & A3.3 are also drawn from the MOT Computerisation system but 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	2007/08	2006/07	2005/06
Lights	10.4%	9.4%	8.7%
Brakes	7.7%	5.2%	5.3%
Suspension	5.5%	3.9%	3.8%
Tyres	4.8%	3.0%	2.8%
Steering	3.0%	2.4%	2.4%
Fuel and Emissions	2.3%	1.6%	1.7%
Drive system	1.9%	0.9%	0.8%
Body	1.3%	1.0%	0.9%
Structure	1.1%	0.9%	1.0%
Road Wheels	0.8%	0.5%	
Fail rate	18.5%	17.3%	18.5%

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

Defect category	2007/08	2006/07	2005/06
Lights	19.0%	16.7%	16.4%
Brakes	18.2%	12.0%	11.8%
Suspension	14.9%	10.4%	10.2%
Tyres	13.4%	8.0%	8.0%
Driver's view	8.4%	6.8%	6.2%
Exhaust Systems	6.1%	3.8%	
Petrol emissions	4.1%	4.1%	4.7%
Steering	3.6%	2.6%	2.7%
CAT emissions	3.3%	3.1%	2.9%
Diesel emissions	2.3%	2.7%	2.7%
Fail rate	35.2%	33.2%	32.8%

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	2007/08	2006/07	2005/06
Brakes	17.5%	12.4%	11.1%
Lights & Signalling	16.0%	13.3%	12.4%
Suspension	10.5%	6.1%	5.1%
Seat Belts	7.5%	6.2%	6.1%
Tyres	5.9%	3.2%	2.4%
Driver's view	5.7%	5.1%	3.9%
Body Components	5.0%	4.4%	4.0%
Steering	4.6%	3.5%	3.0%
Structure	4.2%	3.1%	2.7%
Exhaust systems	3.4%	2.4%	2.4%
Diesel emissions	1.1%	1.3%	1.0%
Other	1.1%	0.5%	
Fail rate	31.0%	28.3%	25.8%

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

Defect Category	2007/08	2006/07	2005/06
Brakes	32.0%	23.5%	23.3%
Lights	29.8%	27.1%	26.1%
Suspension	24.9%	16.7%	16.7%
Driver's view	14.6%	11.9%	11.3%
Tyres	12.5%	7.3%	7.3%
Steering	8.1%	6.4%	6.6%
Structure	7.2%	6.1%	5.2%
Exhaust Systems	6.1%	4.5%	4.8%
Body Components	5.1%	4.6%	4.4%
Seat Belts	2.8%	2.3%	2.4%
Reg. plates & VIN	2.3%	2.0%	2.0%
Fuel System	2.1%	2.1%	2.4%
Diesel emissions	2.0%	2.2%	2.1%
Other	1.2%	1.2%	
Fail rate	44.7%	43.2%	42.8%

Notes:

Tests conducted at VOSA GVTs are excluded from Class 5 and Class 7 tables above, but included within Table A3.1

Table A3.3 Light vehicle exhaust emissions test fail rate as a percentage of vehicles tested

Class 3 & 4	2007/08	2006/07	2005/06
Petrol	4.1%	4.1%	4.7%
Catalyst	3.3%	3.1%	2.9%
Diesel	2.3%	2.7%	2.7%
Class 5			
Petrol	5.8%	5.8%	0.3%
Diesel	1.1%	1.2%	1.1%
Class 7			
Petrol	7.2%	7.9%	0.2%
Diesel	2.0%	2.2%	2.1%

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

	2007/08	2006/07	2005/06
AE trainees	1,669	1,517	1,517
NT trainees (cars)	4,776	4,724	3,770
NT trainees (motorcycles)	477	577	368
NT trainees (refresher)	5,448	5,780	5,728
NT trainees (directed retraining)	216	236	248
NT trainees (motorcycle refresher)	489	577	399
NT trainees (computerisation)	353	827	323

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

	2007/08	2006/07	2005/06
AEs withdrawn	103	78	78
AEs withdrawn after appeal	93	70	71
AEs warned	662	626	545
NTs disqualified	118	149	87
NTs disqualified after appeal	108	141	82
NTs warned	445	446	284

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		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Scottish	38.9%	28.0%	27.8%	4.2%	3.9%	2.8%	51.7%	63.9%	67.8%	2.5%	1.7%	0.8%	2.7%	2.5%	0.8%
North Eastern	31.2%	26.5%	18.5%	2.7%	3.3%	1.9%	56.5%	65.4%	77.5%	2.8%	1.5%	0.8%	6.7%	3.3%	1.4%
North Western	30.0%	29.3%	27.6%	1.5%	1.6%	1.4%	61.6%	65.2%	68.1%	3.2%	2.7%	2.0%	3.6%	1.3%	0.9%
West Midlands	33.0%	33.0%	24.3%	0.7%	1.9%	1.5%	58.9%	60.3%	70.8%	3.2%	1.6%	1.1%	4.1%	3.2%	2.3%
Eastern	35.5%	24.3%	24.0%	1.7%	1.6%	1.0%	55.6%	70.7%	72.0%	4.2%	1.6%	1.2%	2.9%	1.8%	1.8%
South Eastern	37.6%	28.0%	26.7%	1.2%	3.9%	3.6%	55.4%	63.9%	66.1%	3.0%	1.7%	1.4%	2.8%	2.5%	2.2%
Western	31.5%	34.0%	14.8%	0.9%	2.9%	1.8%	61.2%	59.3%	81.5%	2.9%	1.6%	0.6%	3.5%	2.2%	1.3%
Welsh	29.7%	38.4%	56.1%	0.6%	1.6%	5.0%	60.8%	54.2%	33.5%	3.1%	1.9%	2.0%	5.8%	3.8%	3.4%
National	33.2%	30.6%	26.0%	1.6%	2.5%	2.2%	58.0%	62.8%	68.9%	3.1%	1.8%	1.2%	4.0%	2.3%	1.7%
Total Number of Inspections	16,912	35,716	37,050	836	2,951	3,176	29,505	73,227	98,358	1,600	2,057	1,716	2,014	2,732	2,464

Note:

The data for 2007/08 is not directly comparable to that for previous years. The completion of MOT Computerisation in 2006/07 led to changes in the range of activities undertaken. This included site assessment visits to all Vehicle Test stations (VTS) to assess the risk of non-compliance - the 18,700 visits accounting for 42% of scheme hours.

Table A3.7 Light vehicle compliance survey 2007/08

Vehicle Type	Number checked	Delayed prohibitions	Immediate prohibitions
Car	2,301	2.1%	2.9%
Taxi	72	2.8%	8.3%
LGV: car-derived	219	2.7%	8.7%
LGV: not car-derived	934	4.5%	6.1%
Total	3,526	2.8%	4.2%

Type of prohibition by year of car (based on registration)	Number of vehicles	Delayed prohibitions	Immediate prohibitions
0-2 years	373	0.3%	0.8%
3-5 years	473	1.5%	2.3%
6-8 years	527	2.8%	2.3%
9-11 years	529	1.5%	3.4%
12-14 years	253	4.0%	4.7%
15-17 years	88	5.7%	10.2%
18-20 years	31	9.7%	9.7%
Over 20 years	23	0.0%	8.7%
Not known	4	0.0%	0.0%
Total	2,301	2.1%	3.0%

Top ten car prohibition defects (testable items)	Number of prohibition defects
Running Gear	88
Bodywork	34
Lamps and reflectors	14
Transmission	11
Brakes	9
Engine and Associated Equipment	6
Suspension	3
Steering	2
Chassis	2
Vehicle Interior	1

Type of prohibition by traffic area in which car was checked	Number checked	Immediate prohibitions	Delayed prohibitions
Scottish	94	1.1%	2.1%
North Eastern	398	2.3%	2.8%
North Western	305	2.0%	0.0%
West Midland	215	1.9%	0.9%
Eastern	456	2.4%	1.5%
South Eastern	343	7.0%	5.8%
Western	363	3.6%	1.9%
Welsh	127	1.6%	0.0%
Total	2,301	3.0%	2.1%

Prohibitions by age of LGV (based on registration)	Number of vehicles	Immediate prohibitions	Delayed prohibitions
0-2 years	327	2.4%	1.8%
3-5 years	317	6.9%	2.8%
6-8 years	240	5.8%	5.0%
9-11 years	171	11.7%	9.4%
12-14 years	57	15.8%	5.3%
15-17 years	18	11.1%	11.1%
18-20 years	12	8.3%	0.0%
Over 20 years	11	0.0%	0.0%
Not known			
Total	1,153	6.6%	4.2%

Top ten LGV prohibition defects (testable items)	Number of prohibition defects
Running Gear	70
Lamps and reflectors	23
Suspension	17
Engine and Associated Equipment	15
Bodywork	12
Brakes	11
Steering	6
Transmission	5
Vehicle Interior	3
Chassis	0

Type of prohibition by traffic area in which LGV was checked	Number of vehicles	Immediate prohibitions	Delayed prohibitions
Scottish	54	9.3%	7.4%
North Eastern	197	6.1%	4.6%
North Western	170	6.5%	0.6%
West Midland	109	5.5%	3.7%
Eastern	213	3.3%	5.2%
South Eastern	170	8.8%	4.7%
Western	183	7.1%	4.4%
Welsh	57	12.3%	5.3%
Total	1,153	6.6%	4.2%

Table A3.8 Results of light vehicle roadside roadworthiness checks

Vehicle category	Number examined			Number prohibited			Prohibition rate		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
Cars & motorcycles	9,925	12,918	16,332	5,545	8,547	9,937	55.9%	66.2%	60.8%
Taxis and private hire cars	3,214	4,596	5,160	1,403	1,777	1,602	43.7%	38.7%	31.0%
Non-testable vehicles	3,926	4,345	4,476	2,848	2,947	2,837	72.5%	67.8%	63.4%
LGVs	15,148	16,275	21,666	7,795	8,263	9,436	51.5%	50.8%	43.6%
Total	32,213	38,134	47,634	17,591	21,534	23,812	54.6%	56.5%	50.0%

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.

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	2007/08	2006/07	2005/06	Prohibition defect	2007/08	2006/07	2005/06
Bodywork - Windscreen and Windows	24.8%	31.2%	33.3%	Running Gear - Condition of Tyres	20.6%	19.6%	14.6%
Running Gear - Condition of Tyres	17.0%	23.2%	18.6%	Transmission - Drive & Propeller Shafts	4.0%	2.6%	2.6%
Engine and Associated Equipment - Exhaust system	4.1%	3.6%	2.2%	Lamps and reflectors - Headlamps	3.7%	3.1%	3.4%
Running Gear - Road wheels and Hubs	2.0%	2.1%	1.6%	Vehicle Interior - Seat Belts	2.4%	1.2%	1.1%
Transmission - Drive & Propeller Shafts	2.0%	2.5%	1.9%	Steering - Steering Linkage	2.3%	2.3%	1.6%
Lamps and reflectors - Headlamps	1.3%	1.0%	2.3%	Brakes - Mechanical components	1.6%	1.6%	0.8%
Lamps and reflectors - Stop Lamps	1.2%	2.3%	2.2%	Engine and Associated Equipment - Exhaust system	1.4%	1.0%	0.8%
Brakes - Controls	1.1%	0.7%	0.6%	Brakes - Controls	1.1%	1.0%	0.8%
Lamps and reflectors - Direction Indicators	1.0%	1.2%	0.9%	Brakes - Parking Brake Operation and Performance	1.1%	1.3%	0.9%
Vehicle Interior - Seat Belts	1.0%	1.0%	0.5%	Running Gear - Road wheels and Hubs	1.1%	0.9%	0.7%
LGVs							
Running Gear - Condition of Tyres	20.5%	20.8%	17.4%				
Suspension - Springs	4.7%	6.5%	5.2%				
Engine and Associated Equipment - Exhaust system	3.6%	4.0%	3.3%				
Lamps and reflectors - Stop Lamps	3.4%	4.0%	3.6%				
Running Gear - Road wheels and Hubs	3.2%	3.1%	2.7%				
Brakes - Brake valves	3.1%	3.7%	3.5%				
Transmission - Drive & Propeller Shafts	3.1%	2.4%	1.7%				
Engine and Associated Equipment - Fuel Tank and System	2.3%	2.4%	2.1%				
Brakes - Controls	2.3%	2.6%	2.1%				
Lamps and reflectors - Direction Indicators	2.2%	2.0%	1.6%				

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

Table A3.10 LGV examinations, weighings and offences prohibited

Enforcement Group	Number examined (incl the number weighed)			Number weighed			Prohibited for overloading			Prohibition rate for overloading		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
	Scottish	1,179	1,353	1,692	990	1,138	1,346	701	611	562	70.8%	53.7%
North Eastern	1,552	1,719	1,866	1,234	1,166	1,262	819	612	593	66.4%	52.5%	47.0%
North Western	779	1,322	2,137	685	865	1,193	485	503	505	70.8%	58.2%	42.3%
West Midlands	627	1,436	1,312	477	543	669	304	286	219	63.7%	52.7%	32.7%
Eastern	1,282	545	2,166	937	920	1,671	635	539	585	67.8%	58.6%	35.0%
South Eastern	803	858	906	638	368	657	462	232	301	72.4%	63.0%	45.8%
Western	1,218	750	2,493	924	719	1,469	474	339	424	51.3%	47.1%	28.9%
Welsh	499	1,077	1,283	397	331	766	333	213	304	83.9%	64.4%	39.7%
National	7,939	9,060	13,855	6,282	6,050	9,033	4,213	3,335	3,493	67.1%	55.1%	38.7%

Table A3.11 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
2007/08									
Scottish	84	67	79.8%	20	15	75.0%	104	82	78.8%
North Eastern	127	121	95.3%	50	42	84.0%	177	163	92.1%
North Western	63	60	95.2%	44	42	95.5%	107	102	95.3%
West Midlands	51	50	98.0%	45	42	93.3%	96	92	95.8%
Eastern	108	104	96.3%	38	35	92.1%	146	139	95.2%
South Eastern	38	37	97.4%	19	18	94.7%	57	55	96.5%
Western	57	52	91.2%	37	27	73.0%	94	79	84.0%
Welsh	66	65	98.5%	16	16	100.0%	82	81	98.8%
National	594	556	93.6%	269	237	88.1%	863	793	91.9%
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%

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 A3.12 Top ten LGV traffic offences for prosecution

Offence	Number reported			Number of convictions			Average fine upon conviction		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
England & Wales									
Overloading	510	651	627	489	627	607	£ 545.07	£ 518.80	£429.90
C & U	84	160	184	77	143	176	£ 286.25	£ 331.01	£257.50
Driver licence	63	41	47	56	33	36	£ 166.34	£ 103.03	£134.03
Drivers' hours	40	1		37	1		£ 119.38	£ 250.00	
Miscellaneous	27	26	41	22	24	29	£ 255.91	£ 180.63	£269.31
Plating & testing	16	9	10	16	9	9	£ 105.94	£ 87.22	£40.00
Tacho/records	15	26	56	11	23	48	£ 570.00	£ 354.09	£316.67
Vehicle excise duty	4	16	8	3	16	8	£ 141.67	£ 119.69	£170.00
No 'O' licence		1			1			£ 330.00	
Trade plates									
Overall	759	931	973	711	877	913	£ 444.91	£ 446.73	£367.82
Scotland									
Overloading	84	112	91	67	83	75	£ 166.93	£ 147.11	£150.00
C & U	20	39	24	15	24	15	£ 123.33	£ 129.17	£78.67
Driver licence			9			9			£11.11
Drivers' hours			3			3			£0.00
Miscellaneous									
Plating & testing									
Tacho/records			4			2			£0.00
Vehicle excise duty									
No 'O' licence									
Trade plates									
Overall	104	151	131	82	107	104	£ 163.83	£ 143.08	£120.48

Smaller Schemes and Cross Scheme Miscellaneous

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Table A4.23 Trends in numbers of roadside checks, prohibitions and prosecutions

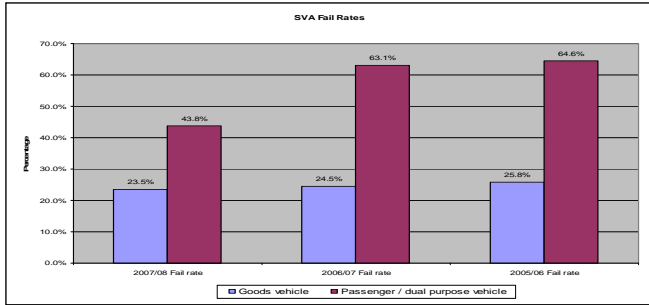
Table A4.24 Trends in types of prohibition issued at the roadside

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.

Single Vehicle Approval (SVA)



The SVA test fail rate for goods vehicles decreased from 24.5% in 2006/07 to 23.5% in 2007/08; for passenger/ dual purpose vehicles the fail rate decreased from 63.1% to 43.8%

For Enhanced Single Vehicle Approval (ESVA) the fail rate for goods vehicles decreased from 8.5% in 2006/07 to 5.4% in 2007/08; for passenger/ dual purpose vehicles the fail rate decreased from 53.2% to 42.0%

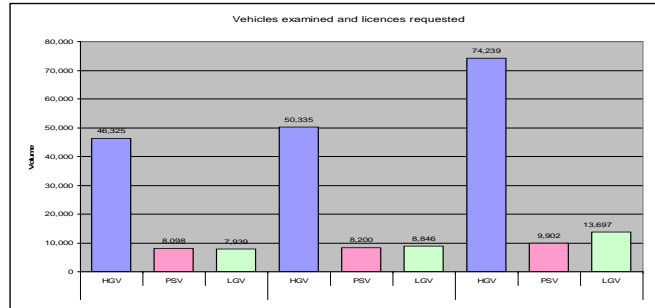
For Motorcycle Single Vehicle Approval (MSVA) the fail rate decreased from 46.1% in 2006/07 to 22.2% in 2007/08; the fail rates was highest for those motor vehicles with three wheels, at 53.6%

Driver Licence Enforcement Activity

The number of HGV vehicles examined and licenses requested decreased by 8.0% from 2006/07; for PSVs the number decreased by 1.2% and for LGVs by 10.3%

The number reported for prosecution again decreased from 2006/07 for both HGVs and PSVs, by 31.5% and 30.3% respectively, however there was an increase in reports for prosecution of LGVs by 53.7% (from 41 to 63)

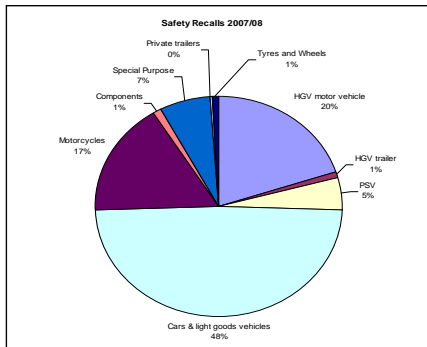
86.2% of those reported were successfully prosecuted (76.6% in 2006/07)



Transport of Hazardous Goods

The number of goods vehicles carrying hazardous goods examined decreased by 14.6% from 2006/07 and the number of reports to HSE following unsatisfactory checks also decreased - by 17.5%

Safety Defects



37.0% of all defects found were design-manufactured related (up from 32.0% in 2006/07) and 14.0% were due to lack of maintenance (again up from 10.0% in 2006/07)

As a result of safety defect investigations 20 safety recalls, 12 manufacturer production changes and 27 technical service bulletins were issued.

Overall, 270 safety recall campaigns were launched, of which 48.9% related to cars and light good vehicles. The total number of vehicles involved in all recall campaigns was 1,591,401 (39.4% more than in 2006/07)

The overall safety recall response rate for closed recalls was 89.9%

Collision investigations

VOSA investigated a total of 1,866 collisions in 2007/08 compared to 2,314 in 2006/07. This downward trend was reflected across all vehicles types, although HGVs still constitute the highest percentage of investigations (49.7% compared to 42.9% in 2006/07)

Vehicles Tested by VOSA

VOSA tested a total of 789,778 vehicles in 2007/08, compared to 796,595 in 2006/07.

HGV motor vehicles constituted the highest percentage of vehicles tested at 58.6%, with HGV trailers making up 30.4%, PSVs 10.4% and MOT vehicles 0.6%

The fail rate was highest for HGV motor vehicles at 36.5%, although this was a decrease from 39.5% in 2006/07. The second highest fail rate was for MOT Class 7 vehicles, although again this was down to 34.7% from 35.9% in 2006/07. The overall fail rate for all vehicles was 28.4%, down from 32.1% in 2006/07

Roadside checks, prohibitions and prosecutions

VOSA carried out 145,045 roadworthiness checks in 2007/08, compared to 232,860 in 2006/07 (a decrease of 47.7%). The number of traffic enforcement checks decreased from 95,044 to 93,498. As in 2006/07 HGVs made up the largest number of vehicles checked.

The roadworthiness prohibition rate increased for all types of vehicle - from 30.6% in 2006/07 to 36.7% for HGVs, from 13.8% to 19.1% for PSVs and from 22.8% to 54.6% for light vehicles. This continued an upwards trend from 2005/06

As 2006/07 Category 3 prohibitions constitute the largest proportion of prohibitions issued (at 30.2%). Category 3 equates to a delayed prohibition including a brake, steering or tyre defect.

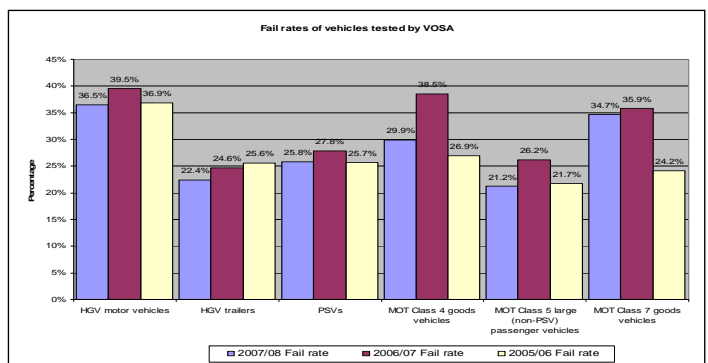


Table A4.1 Notifiable alterations

Vehicle category	Notification total		
	2007/08	2006/07	2005/06
HGV	11,593	12,641	14,493
PSV	1,650	1,955	2,009

Table A4.2a Single Vehicle Approval (SVA)

Vehicle categorisation	2007/08		2006/07		2005/06	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	601	23.5%	611	24.5%	1,004	25.8%
Passenger / dual purpose vehicle	6,335	43.8%	4,085	63.1%	5,202	64.6%
MOT Class 4 with SVA test	-	-	-	-	9	33.3%
Total	6,936		4,696		6,215	

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

Vehicle categorisation	2007/08		2006/07		2005/06	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
Goods vehicle	1,419	5.4%	2,588	8.5%	3,268	9.7%
Passenger / dual purpose vehicle	7,868	42.0%	6,752	53.2%	12,930	54.3%
E-certificate tests	109	2.8%	383	2.9%	798	0.8%
Total	9,396		9,723		16,996	

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

Vehicle categorisation	2007/08		2006/07		2005/06	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
2 Wheel	5,667	20.5%	4,788	25.2%	6,478	26.8%
3 Wheel	377	53.6%	242	63.6%	242	68.2%
4 Wheel	878	23.3%	690	29.0%	714	25.9%
Moped	198	6.1%	3	66.7%	61	24.6%
Total	7,120	22.21%	5,723	46.12%	7,495	28.0%

Table A4.3 Vehicle Identity Check (VIC)

Vehicle categorisation	2007/08		2006/07		2005/06	
	Initial test	Fail rate	Initial test	Fail rate	Initial test	Fail rate
VIC tests	100,236	0.4%	94,732	0.2%	84,256	0.4%
VIC appeals	3	0.0%	0	0.0%	13	0.0%

Table A4.4 Tachograph centre supervision

	2007/08	2006/07	2005/06	2004/05
Manufacturer - sponsored centres	n/a	n/a	509	495
Independent centres*	534	535	26	29
VOSA visits for audit purposes (routine visit)	211	342	223	164
Other VOSA visits (approval/change of status/other)	70	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

	2007/08	2006/07	2005/06	2004/05
Speed limiter sponsors	23	23	20	21
Independents	47	47	47	45
Authorised sealing centres*	3608 (2603)	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

	2007/08			2006/07			2005/06		
	HGV	PSV	LGV	HGV	PSV	LGV	HGV	PSV	LGV
Vehicles examined and licences requested	46,325	8,098	7,939	50,335	8,200	8,846	74,239	9,902	13,697
Database checks	13,542	2,543	3,210	14,401	3,784	2,713	14,955	1,684	3,098
Suspected not licensed	410	70	136	503	53	141	461	53	169
Suspected under-licensed	472	145	66	436	141	57	476	106	90
Reported for prosecution	371	122	63	542	175	41	525	150	56
Successful prosecution	320	103	56	435	113	33	443	121	45

Table A4.7 Vehicle Registration Office support activity

Vehicle category	Number of investigations		
	2007/08	2006/07	2005/06
Cherished transfers	17	94	114
DVLA requests	6	20	107
Rebuilt vehicles	0	0	25

Table A4.8 Transport of hazardous goods

Category of activity	2006/07	2006/07	2005/06
Goods vehicles carrying hazardous goods examined	3,703	4,335	5,290
Reports to HSE following unsatisfactory hazardous loads check	47	57	69

Table A4.9 Breakdown of causes of defects

	2007/08	2006/07	2005/06
Design / manufacture-related	37.0%	32.0%	34.0%
Lack of maintenance	14.0%	10.0%	9.0%
Other	49.0%	58.0%	57.0%

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

Table A4.10 Results of safety defect investigations

	2007/08	2006/07	2005/06
Safety recalls	20	23	32
Manufacturer production changes	12	18	29
Technical Service Bulletins issued	27	45	19

Table A4.11 Safety recalls launched

	Recall campaigns			Number of vehicles involved		
	2007/08	2006/07	2005/06	2007/08	2006/07	2005/06
HGV motor vehicle	54	55	42	82,187	80,426	98,863
HGV trailer	2	1	5	2,670	170	4,291
PSV	13	15	14	1,000	4,877	5,977
Cars & light goods vehicles	132	168	144	1,433,899	985,476	1,403,104
Motorcycles	45	45	46	54,307	37,983	41,600
Components	3	9	7	1,077	23158	3276
Special Purpose	18	17		9,872	3777	
Pedal Cycles		3			6100	
Private trailers	1			865		
Tyres and Wheels	2			5,524		
Total	270	313	258	1,591,401	1,141,967	1,557,111

Table A4.12 Safety recall response rates for closed recalls

Response rates	2007/08	2006/07	2005/06
HGVs	90.1%	94.4%	91.3%
Trailers	100.0%	100.0%	93.8%
PSVs	96.0%	89.7%	93.0%
Cars & light goods vehicles	88.7%	97.5%	92.2%
Motorcycles	84.2%	85.7%	88.1%
Components	100.0%	68.3%	87.2%
Special purpose vehicles	95.4%	94.5%	
Tyres and Wheels	64.6%		

Table A4.13 Collision investigations

	2007/08	2006/07	2005/06
HGVs	927	993	1,075
PSVs	406	446	504
Cars / motorcycles	533	875	933

Table A4.14 COIF scheme

	2007/08	2006/07	2005/06
PSV inspections	5,565	5,339	6,564
Re-test	1,363	1,367	1,364

Table A4.15 ADR scheme

	2007/08	2006/07	2005/06
Applications for certificates	6,908	5,376	4,221
Re-tests	72	88	91

Table A4.16 ATP scheme

	2007/08	2006/07	2005/06
Design types approved	3	6	3
Cambridge Refrigeration Technology (CRT) issued certificates	2451	1609	1,754
Replacement certificates	26	88	46

Table A4.17 TIR scheme

	2007/08	2006/07	2005/06
Inspections of vehicles	59	87	94
Re-inspections of vehicles	0	1	11
Type approval inspections	0	2	0
Variations of type approval	0	0	0
Certificates of conformity	546	541	207

Table A4.18 Reduced pollution certificates

	2007/08	2006/07	2005/06
Certificates issued	43,180	38,524	42,945
New entrants to scheme	10,100	2,489	2,865

Note:

From 1 October 2007 the Reduced Pollution Certificate requirements introduced an incentive for HGV and PSV vehicles equipped with Euro 5 engines, causing an increase in new entrants

Emission Zone from February 2008 has also stimulated some operators to fit RPC compliant adaptations

Table A4.19 Annual test sites

	2007/08	2006/07	2005/06
VOSA	91	90	90
HGV designated premises	143	170	134
PSV designated premises	210	236	191
Private MOT	19,158	18,574	18,144
Other MOT	198	300	235

Notes:

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

Table A4.20 Test staff

	2007/08	2006/07	2005/06
VOSA staff			
Testers	57	85	85
Vehicle Inspectors	369	444	413
Vehicle Examiners	135	191	178
Total	562	720	676

Non-VOSA staff

NTs	49,934	49,877	48,161
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Table A4.22 Proportion of annual tests carried out at designated premises

	2007/08	2006/07	2005/06
HGV	19.7%	19.2%	17.1%
PSV	37.6%	37.5%	36.2%

Table A4.21 Vehicles tested by VOSA

	2007/08		2006/07		2005/06	
	Number	Fail rate	Number	Fail rate	Number	Fail rate
HGV motor vehicles	462,820	36.5%	465,824	39.5%	467,514	36.9%
HGV trailers	240,460	22.4%	240,347	24.6%	243,862	25.6%
PSVs	81,823	25.8%	81,678	27.8%	81,291	25.7%
MOT Class 4 goods vehicles	1,209	29.9%	2,492	38.5%	2,204	26.9%
MOT Class 5 large (non-PSV) passenger vehicles	3,117	21.2%	5,629	26.2%	7,214	21.7%
MOT Class 7 goods vehicles	349	34.7%	625	35.9%	964	24.2%

Note: Test figures exclude re-retests.

Table A4.23 Trends in numbers of roadside checks, prohibitions and prosecutions

All checks	2007/08						2006/07						2005/06					
	HG V		PSV		Light vehicle		HG V		PSV		Light vehicle		HG V		PSV		Light vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	95,723		17,109		32,213		109,048		27,462		96,350		118,457		25,948		3,529	
Prohibitions	35,124	36.7%	3,265	19.1%	17,591	54.6%	33,329	30.6%	3,792	13.8%	21,930	22.8%	27,018	22.8%	3,267	12.6%	301	8.5%
Traffic enforcement checks	76,931		8,628		7,939		77,352		8,632		9,060		91,777		10,615		13,855	
Reports for investigation/prosecution	7,127	9.3%	747	8.7%	863	10.9%	6,119	7.9%	754	8.7%	1,082	11.9%	10,637	11.6%	1,015	9.6%	1,104	8.0%
Convictions	6,071	7.9%	489	5.7%	793	10.0%	5,208	6.7%	487	5.6%	984	10.9%	9,105	9.9%	803	7.6%	1,017	7.3%

Excluding emissions checks & checks on foreign vehicles	2007/08						2006/07						2005/06					
	HG V		PSV		Light Vehicle		HG V		PSV		Light Vehicle		HG V		PSV		Light Vehicle	
	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate	Number	% rate
Roadworthiness checks	64,102		16,795		28,902		71,332		22,544		38,134		97,547		21,466		3,529	
Prohibitions	20,422	31.9%	3,184	19.0%	17,479	60.5%	20,016	28.1%	3,717	16.5%	21,534	56.5%	21,333	21.9%	3,194	14.9%	0	0.0%
Traffic enforcement checks	46,325		8,098		7,632		50,335		8,200		8,846		74,239		9,902		13,697	
Reports for investigation/prosecution	7,127	15.4%	747	9.2%	863	11.3%	6,119	12.2%	754	9.2%	1,082	12.2%	10,637	14.3%	1,015	10.3%	1,104	8.1%
Convictions	6,071	13.1%	489	6.0%	793	10.4%	5,208	10.3%	487	5.9%	984	11.1%	9,105	12.3%	803	8.1%	1,017	7.4%

Note
For 2007/08 no emissions are included.

Table A4.24 Trends in types of prohibition issued at the roadside

HGV	Category 1	Category 2	Category 3	Category 4	Category 5
2007/08	18.0%	26.6%	38.7%	16.7%	0.0%
2006/07	19.9%	24.5%	39.1%	16.5%	0.0%
2005/06	19.8%	22.9%	38.9%	18.4%	0.1%
PSV					
2007/08	10.9%	41.7%	21.3%	26.1%	0.1%
2006/07	10.8%	40.2%	20.6%	28.2%	0.2%
2005/06	10.0%	39.1%	20.4%	30.2%	0.3%
LGV					
2007/08	32.4%	29.1%	15.2%	23.2%	0.1%
2006/07	31.8%	28.7%	14.3%	24.8%	0.4%
2005/06	30.4%	30.4%	12.8%	25.3%	1.0%
All vehicles					
2007/08	22.3%	28.2%	30.2%	19.3%	0.1%
2006/07	24.0%	27.0%	28.5%	20.4%	0.2%
2005/06	24.2%	27.2%	25.8%	22.2%	0.5%

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	Under the Code of Practice on Action Concerning Vehicle 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