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14 January 2008

Dear Consultee

**Consultation on:**  
**Statutory fees for VOSA Services in 2008/9**

***NOTE: The consultation period has been reduced to 8 weeks and replies are due by 10 March 2008***

***Introduction***

The Vehicle and Operator Services Agency (VOSA), an Executive Agency of the Department for Transport, provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles; ensuring the compliance of operators and drivers with road traffic legislation; and supporting the independent Traffic Commissioners.

We are seeking views of stakeholders regarding proposed increases to the statutory fees VOSA charges for its services in connection with testing and inspecting HGVs and PSVs; processing and monitoring operator licences; registering bus services; issuing permits; approving and monitoring tachograph centres; inspecting for single vehicle approval and vehicle identity checks. The MOT test fees for vehicles other than Heavy Goods Vehicles and Public Service Vehicles are **not** included in this consultation.

We think that this consultation will primarily be of interest to those who own, operate, repair or build the vehicles affected by the services mentioned above. A list of organisations and stakeholders that we have sent this consultation to is at Attachment C. If you have any suggestions of others who may wish to be involved in the consultation please let us know. The consultation will also be available on the VOSA website at [www.vosa.gov.uk](http://www.vosa.gov.uk) or the Department for Transport website at [www.dft.gov.uk](http://www.dft.gov.uk).

## ***Summary of Proposals***

VOSA is a Government Trading Fund and so is legally obliged to ensure that "taking one year with another" our income at least covers our costs. For most of the services we provide, the fees we charge are our only source of income. We normally review our fees annually. We try to introduce fee changes in early April at the beginning of our financial year. This is unlikely to be achieved in 2008; however we expect to introduce changes in May or June 2008.

The Impact Assessment (Attachment A) to this consultation give full details of the proposed fee increases, the evidence on which the increases has been based and their estimated effect on business costs. It also explains the likely effects of not increasing fees.

In summary the fee increases are necessary to cover inflation and to invest in:

- developing and maintaining E-enabled services;
- refurbishing old test stations and installing modern equipment;
- supporting better targeting of enforcement in line with the Government response to the Hampton report<sup>1</sup>;
- additional enforcement sites in key locations; and
- service loans used to pay for such developments which have been capitalised.

Generally we are proposing to increase fees by an average of 5 % (thereby raising income by approximately £5 million in a full year). Individual fees are generally rounded to the nearest pound. In some cases we have adjusted the rounding process to ensure that fees are not always rounded in the same direction. We believe that the proposed fee increases will in general add no more than one fortieth of one percent to the costs of typical vehicle operating businesses.

Fees for Single Vehicle Approval have had to be increased by about 30% to ensure that the costs of these activities are fully met by the users of those services. Although this increase may seem large, it must be remembered that SVA fees did not rise from August 2001 until April 2007, thus the proposed fees represent an annual rate of increase from August 2001 of 4.85%.

### **What are we asking?**

We particularly seek your views (with reasons where relevant) on the following questions but would also welcome views on more general aspects of the proposals.

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<sup>1</sup> Implementing Hampton: from enforcement to compliance –  
see [http://www.hm-treasury.gov.uk/media/0/B/hampton\\_compliance281106.pdf](http://www.hm-treasury.gov.uk/media/0/B/hampton_compliance281106.pdf)

In responses please bear in mind that legislation specifies the purposes for which income from particular fees can be used. It would, for example not be permissible, without a change to legislation, to use Vehicle Identity Check fee income to cover costs of PSV operator licensing, though both can contribute to the shared 'overhead' costs of running VOSA.

- Should we seek higher increases in one or more areas to increase the rate of investment in improved services?
- Should we cut back on planned investment and not seek to improve services in one or more areas?
- Should we decrease running costs by worsening existing service levels such as waiting time for tests or turnaround times for licence applications?

We have only been able to provide detail of the effects of the proposed fee increases on businesses operating HGVs. If you are a business affected by other fees, or represent such businesses:

- can you provide information about the overall operating costs of your business that we can use in future to model the effects of future fee increases on businesses in your sector (bearing in mind that we would have to publish the information and its source)?

### ***How to respond to this consultation***

We would welcome views from all who may be affected by these proposals. The consultation closes on 10 March 2008. It would be helpful if you replied using or including the consultation response form at Attachment D.

Please send your responses to reach us by **10 March 2008** by Email to:

vosa\_fees\_08@vosa.gsi.gov.uk

or by post to:

VOSA 2008 Fees Consultation  
4<sup>th</sup> floor  
Berkeley House  
Croydon Street  
Bristol  
BS5 0DA

or by fax to: 0117 954 3303

This consultation has been produced generally in accordance with the principles of the Government's "Code of Practice on Consultation" which are included at Attachment B. However, to minimise loss of income if the fees are not raised on the planned date in early April, Ministers have agreed to a reduced consultation period of 8 weeks. An Impact assessment for the proposed fee increases is included at Attachment A.

A summary of responses to this consultation will be published on the VOSA website at [www.vosa.gov.uk](http://www.vosa.gov.uk) and the Department for Transport website at [www.dft.gov.uk](http://www.dft.gov.uk) after the consultation period has closed.

### ***Disclosure of responses***

According to the requirements of the Freedom of Information Act 2000, all information contained in your response to this consultation may be subject to publication or disclosure. This may include personal information such as your name and address. If you want your response or your name and address to remain confidential, you should explain why confidentiality is necessary in the relevant section of the response form. Your request will be granted only if it is consistent with Freedom of Information obligations. An automatic confidentiality disclaimer generated by your e-mail system or incorporated in pre-printed stationery will not be regarded as binding on the VOSA.

All responses will be included in any summary of results, although individuals will not be identified. Names and addresses may be held in an electronic database of interested parties for the purpose of distributing future documents on similar issues. However, any such details on a database will not be given to a third party. The personal information will be held in accordance with the Data Protection Act 1988.

If you wish to view individual responses after the consultation period has ended, these will be available for public viewing for a period of six months at the VOSA Corporate Office, Berkeley House, Croydon Street, Bristol BS5 0DA during office hours Monday to Friday.

Anyone wishing to inspect the responses is requested to telephone the Corporate Office on 0117 954 2562 to make an appointment (without which it will not be possible to gain admittance).

## Summary: Intervention & Options

<b>Department /Agency:</b> VOSA - Vehicle & Operator Services Agency	<b>Title:</b> Impact Assessment of changes to statutory fees for VOSA services in 2008	
<b>Stage: Consultation</b>	<b>Version: 1.0</b>	<b>Date: 19 December 2007</b>
<b>Related Publications: None</b>		

Available to view or download at:

<http://www.dft.gov.uk/consultations/open/>

Contact for enquiries:

**John MacLellan**

**Telephone: 0117 954 2531**

### What is the problem under consideration? Why is government intervention necessary?

The Government set up a Trading Fund in 1991 which became Vehicle and Operator Services Agency in 2003. The income from the proposed fee increases is needed to cover inflation, to develop and maintain electronic services; continue refurbishment of equipment and facilities; support better targeting of enforcement in line with Hampton principles; provide additional enforcement sites in key locations; and repay loans from previous capitalised developments.

If no action is taken the Agency will fail to meet its statutory obligations under the VOSA Trading Fund Order and will contravene requirements set out in the Treasury guidance on Government fees

### What are the policy objectives and the intended effects?

The policy objective is to ensure that the income from statutory fees for services provided by the VOSA fully covers the costs of providing the services. This Impact Assessment covers all statutory fees collected by VOSA other than those associated with management, supervision and vehicle testing carried out under the MOT scheme i.e. statutory periodic testing of vehicles other than Heavy Goods Vehicles or Public Service Vehicles.

### What policy options have been considered? Please justify any preferred option.

The 'do nothing' option is not open to VOSA since it is legally obliged to cover its costs. The options considered are therefore: A. raise statutory fees in line with increases in costs; or B. reduce costs to match income from existing statutory fees.

Option A is preferred because it allows VOSA to maintain service levels; to invest in meeting future customer needs in respect of vehicle technology developments and changes in industry patterns and practices; and to develop service enhancements such as E-enabled services and targeted enforcement.

### When will the policy be reviewed to establish the actual costs and benefits and the achievement of the desired effects?

VOSA constantly monitors both its costs and income as part of its normal accounting process. The need for adjustments to statutory fees is reviewed at least annually.

### Ministerial Sign-off For Consultation Impact Assessments:

*I have read the Impact Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options.*

### Signed by the responsible Minister:

**Jim Fitzpatrick**

..... **Date: 9 January 2008**

## Summary: Analysis & Evidence

Policy Option: A	Description: increase statutory fees to match planned costs as per proposal
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COSTS	ANNUAL COSTS	<b>Description and scale of key monetised costs by ‘main affected groups’</b> This is the cost to business of meeting the proposed new statutory fees. The proposed increases would increase costs of an HGV operating business by no more than one fortieth of one percent. The effect on other sectors is likely to be of a similar order of magnitude.
	One-off (Transition) <span style="float: right;">Yrs</span>	
	£ Nil	
	Average Annual Cost (excluding one-off)	
£ 5 million	Total Cost (PV) £ 5 million	

**Other key non-monetised costs by ‘main affected groups’**

**None identified**

BENEFITS	ANNUAL BENEFITS	<b>Description and scale of key monetised benefits by ‘main affected groups’</b> The benefits are the increased costs which businesses would be likely to bear if cutbacks were made. This could be extra vehicle downtime waiting for services, longer journeys to access VOSA services and increased road casualties because of decreased enforcement activities and fewer services to ease compliance.
	One-off <span style="float: right;">Yrs</span>	
	£ Nil	
	Average Annual Benefit (excluding one-off)	
£ 12 to 39 million	Total Benefit (PV) £ 25 million	

**Other key non-monetised benefits by ‘main affected groups’**

**Present service levels such as waiting time for test are expected to be maintained or improved. Reduce burden of checks on “low risk” operators.**

### Key Assumptions/Sensitivities/Risks

**Activity volumes and mix of vehicle types do not change dramatically.**

Price Base Year 2006	Time Period Years 1	Net Benefit Range (NPV) £ 7 to 34 million	NET BENEFIT (NPV Best estimate) £ 20 million
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What is the geographic coverage of the policy/option?	see evidence			
On what date will the policy be implemented?	May/ June 2008			
Which organisation(s) will enforce the policy?	N/A			
What is the total annual cost of enforcement for these organisations?	£ N/A			
Does enforcement comply with Hampton principles?	Yes			
Will implementation go beyond minimum EU requirements?	No			
What is the value of the proposed offsetting measure per year?	£ N/A			
What is the value of changes in greenhouse gas emissions?	£ Nil			
Will the proposal have a significant impact on competition?	No			
Annual cost (£-£) per organisation (excluding one-off)	Micro £12	Small £37	Medium £86	Large £2,022
Are any of these organisations exempt?	No	No	N/A	N/A

Impact on Admin Burdens Baseline (2005 Prices)

(Increase - Decrease)

Increase	£ Nil	Decrease	£ Nil	Net Impact	£ Nil
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Key: Annual costs and benefits: Constant Prices (Net) Present Value

## Summary: Analysis & Evidence

Policy Option: B	Description: reduce costs to match expected income
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COSTS	<b>ANNUAL COSTS</b>	<b>Description and scale of key monetised costs by ‘main affected groups’</b> The costs to business of this option are the same as the benefits for option A. The figures are not, however, included here to prevent double counting.
	One-off (Transition) <span style="float: right;">Yrs</span>	
	£	
	Average Annual Cost (excluding one-off)	
£	<b>Total Cost (PV)</b> £	

**Other key non-monetised costs by ‘main affected groups’**

BENEFITS	<b>ANNUAL BENEFITS</b>	<b>Description and scale of key monetised benefits by ‘main affected groups’</b> The benefits to business of this option are that they would not have to pay the costs in option A. They are not repeated here to prevent double counting
	One-off <span style="float: right;">Yrs</span>	
	£	
	Average Annual Benefit (excluding one-off)	
£	<b>Total Benefit (PV)</b> £	

**Other key non-monetised benefits by ‘main affected groups’**

### Key Assumptions/Sensitivities/Risks

**Activity volumes and mix of vehicle types do not change dramatically.**

Price Base Year	Time Period Years	Net Benefit Range (NPV) £	NET BENEFIT (NPV Best estimate) £		
What is the geographic coverage of the policy/option?			See evidence		
On what date will the policy be implemented?			6 April 2008		
Which organisation(s) will enforce the policy?			N/A		
What is the total annual cost of enforcement for these organisations?			£ N/A		
Does enforcement comply with Hampton principles?			No		
Will implementation go beyond minimum EU requirements?			No		
What is the value of the proposed offsetting measure per year?			£ N/A		
What is the value of changes in greenhouse gas emissions?			£ N/A		
Will the proposal have a significant impact on competition?			No		
Annual cost (£-£) per organisation (excluding one-off)		Micro	Small	Medium	Large
Are any of these organisations exempt?		No	No	N/A	N/A

Impact on Admin Burdens Baseline (2005 Prices)

Increase      £ Nil
Decrease      £ Nil
Net Impact      £ Nil
(Increase - Decrease)

Key:      Annual costs and benefits: Constant Prices
(Net) Present Value

## Evidence Base (for summary sheets)

[Use this space (with a recommended maximum of 30 pages) to set out the evidence, analysis and detailed narrative from which you have generated your policy options or proposal. Ensure that the information is organised in such a way as to explain clearly the summary information on the preceding pages of this form.]

### Notes from summary sheet – Geographic coverage

The statutory fees charged by VOSA are set in 18 Statutory Instruments (SIs) of which most have GB coverage.

One SI has UK coverage in respect of fees for Vehicle Identity Checks and Reduced Pollution Certificates. In Northern Ireland, these inspections are carried out by the Driver and Vehicle Agency, to which the fees are paid.

There are separate SIs covering statutory fees for Bus Service Registration for Scotland and for England and Wales although the fee levels are the same.

### Background

To comply with Treasury guidance on fees and legal requirements of VOSA's Trading Fund Order, VOSA is required to set fees which fully recover the costs of the services provided. These costs include current running costs; investment in the development and improvement of services and facilities; repayment of loans on past investments which were capitalised; and a return to Treasury on the capital employed by VOSA.

Whilst staff are generally working more efficiently the costs of employing each member of staff continues to rise. VOSA has also made considerable investments in improved services to support customers and in facilities to meet customer aspirations. Many of these improvements have been funded from loans which incur costs both in interest and in repayment of capital. VOSA is also committed to continue to improve customer services and facilities to make it easier for customers to comply with their legal obligations and to manage more effectively those considered at greatest risk of being non-compliant with their legal obligations. Overall, VOSA's costs are predicted to rise at a greater rate than our income. In order for VOSA to meet its obligations as a trading fund it is necessary to increase statutory fees.

The last increase in VOSA statutory fees was April 2007. That increase averaged 5.5%, before rounding of fees. Since the previous increase was 18 months previously (30 September 2005) that increase effectively amounted to 3.7% per annum. It should also be noted that the 2005 increase had been calculated in the expectation that it was introduced on 1 August 2005 – 20 months before April 2007 equating to 3.3% over that period. At April 2007 the RPI was running at 4.5%.

By way of comparison, the last increase for light and private vehicle MOTs, largely carried out in the private sector, was approximately 14% in November 2006 and was the first since August 2005 and therefore effectively amounted to 11.2% per annum. It should also be noted that at current fees, the cost of an annual test of a 2 axle truck (£49) is less than that of a car (£50.35) despite the need for more costly larger buildings and heavier duty test equipment. Whilst the test fee for a private bus (currently £74.10 if more than 16 passenger seats) is less than that for a PSV bus (£80.00 if more than 22 passenger seats) the PSV test includes more checks, particularly on passenger related features such as wheelchair access facilities.

### Plans for 2008/9

Note that whilst this section deals with costs of activities during 2008/9, some of the activities involve development of facilities and systems which will not come into use till 2009/10 or beyond.

The Department for Transport is reviewing the future provision of services currently provided by VOSA. The options being considered include greater private sector involvement in the provision of these services. The review has not yet reached any conclusion. Plans for activities and service developments in 2008/9 cannot, obviously take into account the outcome of that review. For the purposes of this Impact Assessment the details of 2008/09 activities are based on the assumption that VOSA continues to provide the services in respect of the fees under consideration. This should not be read as pre-judging the outcome of the review.

Due to changes in EC legislation currently being finalised, it is anticipated that there will be significant changes to the pre-registration inspections which VOSA undertakes on buses and coaches and under the Single Vehicle Approval scheme for cars and light goods vehicles. Although these are currently expected to come into effect in the 2<sup>nd</sup> quarter of 2009 we are already investing in preparation for the change and this investment will continue in 2008/9. A major reassessment of fees in these areas is likely to occur when these changes are introduced and will be the subject of a separate impact assessment and consultation.

## Proposal

The proposed 5% increase, together with re-investing the savings made by streamlining our processes will allow VOSA to:

- continue our programme to bring our facilities up to standards necessary to meet current and future needs;
- develop IT systems to deliver a better and wider range of electronic support and services for both customers and staff;
- meet increased loan repayments and interest where past improvements in our facilities and systems were funded by loans from the Department of Transport; and
- cover the costs of the development and ongoing support of the electronic portal through which we will enable the electronic delivery of services to our customers.

These proposals contribute to the Department for Transport's strategic objectives and develop the Secretary of State Targets outlined in VOSA's Business plan. In particular the proposals aim to maintain and improve customer satisfaction, increase the range of electronic services available to customers, improve the consistency of testing services, contribute to road safety through better targeting of non-compliant operators, contribute to more reliable journeys on the strategic road network, reduce the burden of commercial operation, deliver modernised support services to the Traffic Commissioners and increase the take-up of existing electronic services available to customers.

These plans align with the principles and recommendations set out in recent reviews both within the DfT and wider government such as the Hampton Report – from Enforcement to Compliance, the Eddington Transport Study and the Stern Review on the Economics of Global Warming.

The increase proposed to the fees for Single Vehicle Approval of cars and light goods vehicles, at about 30%, is greater than the proposed 5% increase for other fees. This larger rise is needed to ensure that the scheme fully covers its costs in 2008/09, though it still carries forward a deficit. The SVA scheme has been adversely affected by reducing volumes. It must also be remembered that the SVA fees remained unchanged from August 2001 until April 2007. The proposed increases, therefore, represent an annual growth rate since August 2001 of only 4.85%.

As usual fees are adjusted to full pounds. This year, our proposal differs slightly from normal rounding rules (up to 50p rounded down – over 50p rounded up) to counter the effects of compounded rounding (i.e. in recent years, some fees may have been rounded up more often than down or vice versa distorting differentials).

A full list of the proposed new statutory fees is at Annex A. It includes, for completeness, those fees which we do not propose to change because of the effects of rounding down.

The main reasons for the increases are to cover:

- Inflation cost increases;
- Testing facility costs:
  - increased use of private sector test facilities which increases VOSA's unit costs and decreases productivity (from additional travel, lower levels of support and lower utilisation of our own facilities) but allows a better balance of customer services;
  - full site upgrading or relocation - the largest development here is expected to be the replacement of the present poorly located Bristol test station at a new location in Avonmouth with much better access from the motorway network – building work is currently underway with the new facility expected to become operational early in 2008/9;

- refurbishment or replacement of equipment and facilities on individual test lanes – current planning is based on 13 test lanes being refurbished in 7 locations;
- Electronic services – improving customer access to VOSA services such as test bookings, and making existing systems such as the Operator Licensing Business System more resilient;
- Investment in the development of the portal for the provision of electronic services to current and future customers, loan repayments and portal operating costs;
- More effective targeting of enforcement by redirecting resources towards operators considered most likely to be operating in an unsatisfactory manner whilst continuing sufficient monitoring of other operators to confirm that their lower risk rating is still justified. Enforcement investments include:
  - additional enforcement sites and equipment (such as weigh in motion sensors and automatic number plate recognition cameras) in locations to maximise the targeting of vehicles that appear to be overweight, overdue test, have outstanding prohibitions or to be operated by those believed to have a higher risk of non-compliance;
  - implementing new powers to issue fixed penalty notices and require deposits to be paid by those who cannot provide satisfactory proof of a UK address;
- Improving working methods to improve consistency of decisions and turnaround time for vehicles at testing stations or examined at the roadside;
- Simplifying customer paperwork, such as O licence applications and improving availability and quality of advice over the telephone;
- Reviewing test content and methods to cater for changing vehicle technologies and to improve consistency of testing, whilst staying within EU requirements.

### **Financial case**

Details of the income and costs for each statutory fee area are at annex B.

### **Modelling the effect on costs to businesses**

A model to establish the effects of the proposed fee increases on various sizes of typical HGV vehicle operating businesses is at Annex C. Based on this model, the total effect on vehicle operating businesses represents no more than one fortieth of one percent (exact figure 0.025%) of fleet operating costs.

We were unable to locate published data on operating costs for PSVs. Nonetheless we do not believe that the effect of proposed changes in VOSA statutory fees as a proportion of total operating costs would be significantly different to that estimated for HGVs.

Similarly, data to model the effects on other businesses such as bus and coach builders and converters or importers of used vehicle from outside the EU was not available. The cost to these businesses from the proposed increases in VOSA fees is considered to be a relatively small proportion of their total operating costs.

The assumptions and derivation of the figures in the HGV model are based on:

- **Cost of VOSA services:**
  - The proportion of new applications to continuation and variations per licence derived from planned volumes for 2007/8 published in VOSA Business Plan for 2007/8.
  - Licensing fees payable which may be paid either annually or 5-yearly are paid 5 yearly.

- Proportion of retests derived from planned volumes for 2007/8 published in VOSA Business Plan for 2007/8.
  - Trailer to tractor ratio derived from published figures on number of articulated motor vehicles from DfT publication “Vehicle Licensing Statistics 2005” table showing numbers of licensed goods vehicles by gross weight and axle configuration and actual trailers tested in 2005/6 from VOSA Business Plan for 2007/8.
  - Specialist inspections related to particular vehicle usage such as international carriage of dangerous goods, carriage under TIR carnets or reduced pollution certificates have not been taken into consideration.
- **Vehicle operating costs**
    - Operating costs and average annual mileages taken from FTA “Manager’s Guide to Operating Costs 2007” and RHA “Goods Vehicle Operation Costs 2007”. The lower of the operating costs for each vehicle group from these sources was used. Whilst these represent typical costs, it must be recognised that the costs for individual businesses may vary considerably depending on mileage covered, vehicle retention policy, financial structure of business, etc.
- **Fleet size**
    - Small fleet size based on figures published in Traffic Commissioner’s Annual report. Other fleet sizes chosen to illustrate the scaling effect.
    - Mix of vehicles within fleets derived from DfT publication “Vehicle Licensing Statistics 2005” table showing numbers of licensed goods vehicles by gross weight and axle configuration choosing sample weights as best fit for operating cost data used.

To reduce costs of fee funded services to match income from current fees would involve cuts of the order of £5 million. This would result in additional costs to our customers estimated below. Some short term savings would result in long term additional costs to VOSA, which would have to be met by customers in future years.

Central overheads (such as corporate management, finance and personnel management) have been under scrutiny and reduced as far as practical over several years. Any further reductions believed practical have already been taken into account in the planned budgets for 2008/09. There is little realistic possibility of any further significant reduction below planned levels without affecting delivery of front line services.

A likely allocation of the £5 million cost reduction would be:

- reduced building maintenance and investment in equipment upgrading by £1 million – this includes reductions in current expenditure and in repayments and interest on loans not taken up for capital expenditure;
- reduced investment for new and upgraded electronic systems and for replacing existing systems by £1 million – again this includes reductions in current expenditure and in repayments and interest on loans not taken up for capital expenditure;
- reduced staff numbers by a further 6% over the reduction required by existing value for money plans. However, severance costs would actually increase costs for 2008/09. These costs would have to be repaid in later years and would have the effect of limiting the application of income from future fees;
- the effects on staff number are greater than the 5% to take account of the fact that VOSA is already committed to some of the additional expenditure (such as loan repayments, facilities improvement and IT developments) which the fee increase is aimed at meeting.

The possible effects of reducing operating budgets in 2008/9 could be as follows.

### **Testing and Inspection activities**

Reduction in staff of about 6% would be likely to mean:

- longer waiting time for test and re-test appointments – leading to greater vehicle down time. Greater lead times for test bookings could be partially alleviated by operators booking further in advance but increased waiting times for retests would be more difficult for operators to control;
- withdrawal of some of the recent changes which have reduced the time that vehicles spend at test stations (such as reverting to drivers having to go to the counter at before and after every test);
- less frequent opening of part time test stations and reduction in opening hours of many other test stations – leading to increased vehicle down time, increased costs and increased carbon footprint, particularly for operators in rural areas, because of longer journeys to test stations;
- withdrawal of service from more lightly used designated premises and less frequent visits to those still supported – leading to increased vehicle down time, increased costs and increased carbon footprint because of longer journeys to test stations.

Reduction in maintenance and investment in facilities and equipment could mean:

- reduced maintenance and investment in replacing old equipment at test stations – leading to increased short notice test cancellations because of equipment or building faults, greater inconsistency of test results because of worn out equipment and longer test times where less efficient manual test methods are used;

- Potentially higher future rates of fee increase to cover greater building repairs and to replace some equipment the repair or updating of which had been put off for the sake of short term savings.

Reduction in investment in new IT systems could mean:

- postponed plans to increase on-line services to customers – leading to:
  - customers continuing to do business with VOSA by telephone, by visiting our offices during office hours, or by fax and post;
  - VOSA being unable to realise the planned staff redeployment and reductions in support staff thus worsening the impact of staff reductions on those in the front line service delivery;
  - future development of these services is likely to be more expensive due to lost knowledge and expertise in project teams;
  - costs of future development costs are likely to be higher since suppliers would need to budget for greater risks of contract cancellation or renegotiation.

Postpone upgrading and replacement of existing IT systems could mean:

- inability to correct faults in existing IT systems – leading to a continuing need to divert resources from service provision to work around faults;
- existing IT systems becoming more prone to breakdown – leading to systems being off-line for longer with extra costs for both VOSA to catch up on work and for customers in having to try again after the system has been restored;
- some existing systems may need to be switched off because they have become impossible to maintain and their replacements have not been developed – leading to extra costs and lower convenience of operating replacement manual systems.

### **Operator licensing and enforcement activities**

Staff reductions of the order of 6% could mean:

- longer turnaround times for licence applications, renewals and variations – leading to operating losses because of delays in starting up and expanding businesses;
- withdrawal of counter enquiry services from Traffic Area Offices – leading to customers being unable to get face to face advice on applications or other matters;
- reduction in enforcement compliance checks for operator licences, vehicle maintenance, drivers hours, weights and road safety matters generally –will decrease the deterrent effect of such checks and lead to more road casualties caused by unsafe vehicles or tired drivers.

Reduction in maintenance and investment in facilities and equipment could mean:

- the effects on enforcement sites would be similar to those discussed above for testing facilities – these would lead to less weighing of potentially overweight vehicles because of weighbridge faults.

Reduction in investment in IT systems could mean:

- in addition to the effects mentioned above for testing and inspection activities, we would have to postpone investment in additional equipment to help us target higher risk operators and reduce the burden on low risk operators;
- the equipment already in use would also become less reliable, reducing our ability to target enforcement activities.

## **Modelling the effects of expenditure reductions**

Fuller details of the model used to produce the figures quoted in the summary sheet are at Annex D.

As in option A, the effects on HGV operators only have been modelled. This is primarily because of lack of credible information on other sectors; however, we have no reason to believe that they will be affected to a significantly greater extent.

The model assumes that some businesses will be sufficiently well organised to book tests earlier than they have come to expect in recent years, though even they would be affected by longer waiting times for re-tests. Those less well organised or unaware of the need to book earlier will bear the brunt of the effects. The model takes no account of the effects on business cash flow of fees being paid earlier. Neither does it take account of the risk that even by operating in a way which was more efficient for VOSA, albeit more expensive for operators, that the total capacity of VOSA to deliver services falls short on the demand for those services.

## **The effects of expenditure reductions in wider DfT and Government terms**

The cutbacks outlined above would also mean that VOSA would not be making a positive contribution in-year towards wider Departmental and Government aims such as those set out by Hampton, Eddington and Stern. Indeed in some respects we would be forced to move in the opposite direction.

## **Competition Assessment**

In terms of competition, the introduction of higher fees and charges for services will not affect the balance of the relevant transport and support industries in Great Britain. The increases in fees will apply to all operators and presenters equally whether large or small largely in proportion to the number and type of vehicles operated or supported. The knock-on effect on the users of transport services would also be proportional to the use made of such services and have no effect on competition. The increases would have minimal impact on the competitiveness of GB service users in relation to users of similar services based overseas, particularly bearing in mind that operators in other EU countries are subject to broadly equivalent national inspection and enforcement regimes.

## **Small Firms Impact Test**

Over half of all licensed operators operate between 1 and 5 vehicles, so a large proportion of the businesses affected by the cost increases are small businesses.

A number of small businesses will be asked for their views in the consultation either directly or through their membership of the Trade and Business Associations such as the Road Haulage Association, the Freight Transport Association, the Confederation of Passenger Transport, the Retail Motor Industry Federation and the Federation of Small Businesses.

Almost all fees are dependent on the number and type of vehicles involved. The exception is those elements of O licence fees which apply per licence. Whilst the effect on a 1 vehicle business at 0.025% of total costs is greater than that on a slightly larger 4 vehicle business at 0.014%, both represent an extremely small proportion of total costs. Small businesses will therefore not be unduly disadvantaged.

## **Carbon Assessment**

Option 1 (increase statutory fees as proposed) will have no effect on carbon use or emission of greenhouse gases.

Option 2 could have an adverse effect in these areas because our customers may have to drive further to get tests carried out due particularly to the local effects of service cutbacks. Whilst it is almost impossible to accurately estimate the level of such changes in mileage travelled, we consider that the impact will not be significant.

## **Race, Disability and Gender Equality; and Human Rights**

The proposed statutory fee increases are not believed to have any effect in the areas of race equality, disability equality, gender equality or human rights.

## **Rural Proofing**

Option 1 would have no disproportionate impact on rural areas.

Option 2 could have minor effects on rural areas in that the frequency of testing at part-time stations may decrease to maximise the efficiency of staff who have to travel to provide the service. This would mean that rural operators would either have less flexibility in test planning or would have to travel further to obtain a test at a more convenient date. We do not, however, consider that these effects would have a significant impact on operators in rural communities.

### **Specific Impact tests not carried out**

Other specific impact tests were not carried out since the proposed statutory fee increases do not impact on these areas.

## Specific Impact Tests: Checklist

Use the table below to demonstrate how broadly you have considered the potential impacts of your policy options.

**Ensure that the results of any tests that impact on the cost-benefit analysis are contained within the main evidence base; other results may be annexed.**

Type of testing undertaken	<i>Results in Evidence Base?</i>	<i>Results annexed?</i>
<b>Competition Assessment</b>	<b>Yes</b>	<b>No</b>
<b>Small Firms Impact Test</b>	<b>Yes</b>	<b>No</b>
<b>Legal Aid</b>	<b>No</b>	<b>No</b>
<b>Sustainable Development</b>	<b>No</b>	<b>No</b>
<b>Carbon Assessment</b>	<b>Yes</b>	<b>No</b>
<b>Other Environment</b>	<b>No</b>	<b>No</b>
<b>Health Impact Assessment</b>	<b>No</b>	<b>No</b>
<b>Race Equality</b>	<b>Yes</b>	<b>No</b>
<b>Disability Equality</b>	<b>Yes</b>	<b>No</b>
<b>Gender Equality</b>	<b>Yes</b>	<b>No</b>
<b>Human Rights</b>	<b>Yes</b>	<b>No</b>
<b>Rural Proofing</b>	<b>Yes</b>	<b>No</b>

# Annexes

## HGV test fees under the Goods Vehicle (Plating and Testing) Regulations 1988 (SI 1988/1478)

Fee Description		Current fee	Proposed fee	increase	
Motor Vehicles	Test & Retest beyond 14 days	2 Axle	£49	£51	4.1%
		3 Axle	£70	£73	4.3%
		4 Axle	£91	£96	5.5%
		Designated Premises (DP) Supplement	£12	£13	8.3%
		Out of Hours (OOH) Supplement	£34	£35	2.9%
	Retest (next day - minor)	All	£11	£12	9.1%
	Retest (14 Day)	2 Axle	£32	£34	6.3%
		3 Axle	£46	£48	4.3%
		4 Axle	£60	£63	5.0%
		DP Supplement	£7	£8	14.3%
		OOH Supplement	£17	£18	5.9%
	Notifiable Alteration	with/without exam	£23	£24	4.3%
		DP Supplement	£7	£8	14.3%
		OOH Supplement	£12	£12	0.0%

Trailer	Test & Retest beyond 14 days	1 Axle	£24	£25	4.2%
		2 Axle	£36	£38	5.6%
		3 Axle	£46	£48	4.3%
		DP Supplement	£6	£7	16.7%
		OOH Supplement	£21	£22	4.8%
	Retest (next day - minor)	All	£5	£6	20.0%
	Retest (14 Day)	1 Axle	£16	£17	6.3%
		2 Axle	£23	£24	4.3%
		3 Axle	£31	£32	3.2%
		DP Supplement	£3	£4	33.3%
		OOH Supplement	£12	£12	0.0%
	Notifiable Alteration	with/without exam	£23	£24	4.3%
		DP Supplement	£3	£4	33.3%
		OOH Supplement	£12	£12	0.0%

Motor Vehicle or Trailer	Appeal	£26	£27	3.8%
	Duplicate document	£12	£12	0.0%

**HGV Operator licensing fees under the Goods Vehicles (Licensing of Operators) (Fees) Regulations 1995 (SI 1995/3000)**

Fee Description	Current fee	Proposed fee	% increase	
Application for Licence	£227	£238	4.8%	
Application for Variation	£227	£238	4.8%	
Grant of Licence	£354	£372	5.1%	
Continuation of Licence	£354	£372	5.1%	
Issue of Interim Licence	£60	£63	5.0%	
Vehicle fees (per motor vehicle per 3 months)	5 years in advance	£9	£10	11.1%
	1 year in advance	£12	£12	0.0%
Vehicle fees on interim licence (per motor vehicle)	£12	£12	0.0%	

**TIR fees under the International Transport of Goods under Cover of TIR Carnets (Fees) Regulations 1988 (SI 1988/371)**

Fee Description	Current fee	Proposed fee	% increase	
Individual Inspection	Initial	£92	£97	5.4%
	Retest	£61	£64	4.9%
Type approval	Type vehicle	£563	£591	5.0%
	Type variation	£92	£97	5.4%
	Cert of Conformity	£13	£13	0.0%
	Duplicate	£13	£13	0.0%

**ADR fees under the International Carriage of Dangerous Goods by Road (Fees) Regulations 1988 (SI 1988/370)**

Fee Description	Current fee	Proposed fee	% increase	
Individual Inspection (full test fee added to these fees)	Initial	£87	£91	4.6%
	Re-test	£44	£46	4.5%
	Duplicate	£13	£13	0.0%
1st cert for type approved tractor	£25	£26	4.0%	

**International permit fees under the Goods Vehicles (Authorisation of International Journeys) (Fees) Regulations 2001 (SI 2001/3606)**

Fee Description		Current fee	Proposed fee	% increase
ECMT licence	1 year	£121	£127	5.0%
	3 months or part	£30	£32	6.7%
Ecopoints	per 1-way journey	£3	£4	33.3%
Journey Permit	per return journey	£7	£8	14.3%
	per 4 return journeys - Turkey	£12.50	£13	4.0%
	per 15 return journeys - Morocco	£46	£48	4.3%
Removal authorisation		£16	£17	6.3%
Swiss permit		£7	£8	14.3%

**Reduced Pollution Certificate fees under the Road Vehicles (Registration and Licensing) Regulations 2002 (SI 2002/2742)**

**Notes:** The same fees are charged for Low Emissions Certificates for the London Low Emission Zone.

These fees also apply to Northern Ireland.

Fee Description		Current fee	Proposed fee	% increase
Reduced Pollution Certificate	With Annual Test	£17	£17	0.0%
	Other times	£28	£29	3.6%
	Out of Hours supplement	£11	£11	0.0%
	Designated Premises Supplement	£6	£7	16.7%

**PSV test fees under the Motor Vehicles (Tests) Regulations 1981 (SI 1981/1694)**

Fee Description		Current fee	Proposed fee	% increase
Test	23 + seats Class VI and VIA	£80	£84	5.0%
	9 - 22 seats Class VI and VIA	£56	£59	5.4%
Out of hours (OOH) supplement	23+ seats Class VI & VIA	£46	£48	4.3%
	9 - 22 seats Class VI & VIA	£34	£35	2.9%
Designated Premises (DP) supplement	All Class VI & VIA	£12	£12	0.0%
Retest (14 days)	23 + seats	£53	£55	3.8%
	9 - 22 seats	£37	£38	2.7%
Retest (minor items)		£11	£11	0.0%
OOH supplement	23+ seats Class VI & VIA	£22	£23	4.5%
	9 - 22 seats Class VI & VIA	£17	£17	0.0%
DP supplement	All Class VI & VIA	£7	£8	14.3%
<b>Duplicate certificate</b>		£10	£11	10.0%

**PSV Operator licence fees under the Public Service Vehicles (Operators' Licences) (Fees) Regulations 1995 (SI 1995/2909)**

Fee Description		Current fee	Proposed fee	% increase
Application - Standard Licence		£213	£224	5.2%
Application - restricted licence		£141	£148	5.0%
Grant - standard or restricted	5 years paid in advance	£141	£148	5.0%
	Annual payments in advance	£28	£29	3.6%
Continuation of existing licence	5 years paid in advance	£141	£148	5.0%
	Annual payments in advance	£28	£29	3.6%
Variation application		£108	£113	4.6%
Vehicle disc fee (per month)	5 years paid in advance	£6	£6	0.0%
	Annual payments in advance	£7	£7	0.0%
Application - special licence		£56	£58	3.6%
Continuation - special licence		£56	£58	3.6%
Duplicate disc		£15	£15	0.0%

**Bus service registration fees under:**

**the Public Service Vehicles (Registration of Local Services) Regulations 1986 (SI 1986/1671)**

**the Public Service Vehicles (Registration of Local Services) (Scotland) Regulations 2001 (SSI 2001/219)**

Fee Description	Current fee	Proposed fee	% increase
Registration - normal	£54	£57	5.6%
Variation - normal	£54	£57	5.6%
Registration - community	£12	£12	0.0%
Variation - community	£12	£12	0.0%

**Permit fees under the Minibus and Other Section 19 Permit Buses Regulations 1987 (SI 1987/1230)**

Fee Description	Current fee	Proposed fee	% increase
Small bus	£11	£11	0.0%
Large bus	£20	£20	0.0%

**Permit fees under the Community Bus Regulations 1986 (SI 1986/1245)**

Fee Description	Current fee	Proposed fee	% increase
Permit	£53	£55	3.8%

**Certificate of Initial Fitness fees under the Public Service Vehicles (Conditions of Fitness, Equipment, Use and Certification) Regulations 1981 (SI 1981/257)**

Fee Description	Current fee	Proposed fee	% increase	
<b>Individual Approval</b>				
Initial Application	£256	£269	5.1%	
Re-application	With tilt test	£256	£269	5.1%
	No tilt test	£31	£32	3.2%
Duplicate	£20	£21	5.0%	

**Type Approval**

Type variation (inspected)	£1,484	£1,558	5.0%
Type variation (no inspection)	£136	£143	5.1%
New body/chassis combination	£733	£770	5.0%
All other	£3,176	£3,335	5.0%
Certificate of Conformity	£28	£29	3.6%
Duplicate	£20	£21	5.0%

**Accessibility certificate fees under the Public Service Vehicles Accessibility Regulations 2000 (SI 2000/1970)**

Fee Description		Current fee	Proposed fee	% increase
<b>Individual approval</b>				
Initial application	One Schedule	£45	£47	4.4%
	Two Schedules	£90	£95	5.6%
Re-application	One Schedule	£16	£16	0.0%
	Two Schedules	£32	£33	3.1%
Duplicate Accessibility Certificate		£11	£12	9.1%

**Type Approval**

Type Vehicle	Significant variant e.g. new chassis for approved body; or new body for approved chassis	One Schedule	£160	£168	5.0%
		Two Schedules	£320	£336	5.0%
	Minor variant	One Schedule	£15	£16	6.7%
		Two Schedules	£30	£32	6.7%
	New combination of approved chassis and body	One Schedule	£79	£83	5.1%
		Two Schedules	£158	£166	5.1%
	Other cases	One Schedule	£350	£368	5.1%
		Two Schedules	£690	£725	5.1%
	Certificate of Conformity		£15	£16	6.7%
	Duplicate Certificate of Conformity		£11	£12	9.1%

**International permit fees under the Road Transport (International Passenger Services) Regulations 1984 (SI 1984/748)**

Fee Description		Current fee	Proposed fee	% increase
Certified copy of Authorisation		£11	£12	9.1%
Special Regular Service or TA'85 s.6	Application	£160	£168	5.0%
Shuttle or Regular Service	Application	£163	£171	4.9%
Regular or Special Regular Service	Issue - per year of validity	£34	£36	5.9%
Own Account Certificate	Application per year of validity	£5	£6	20.0%

**Reduced Pollution Certificate fees under the Road Vehicles (Registration and Licensing) Regulations 2002 (SI 2002/2742)**

**Notes:** The same fees are charged for Low Emissions Certificates for the London Low Emission Zone. These fees also apply to Northern Ireland.

Fee Description		Current fee	Proposed fee	% increase
Reduced Pollution Certificate	With Annual Test / Certificate of Initial Fitness examination	£17	£17	0.0%
	Other times	£28	£29	3.6%
	Out of Hours supplement	£11	£11	0.0%
	Designated Premises Supplement	£6	£7	16.7%

**Single Vehicle Approval (SVA) fees under the Motor Vehicles (Approval) (Fees) Regulations 2001**

	<b>Passenger Vehicles</b>	Reg.	Current fee	Proposed fee	% fee increase
1	Basic SVA test (or appeal test) – Classes N, P, T, M, A, C, S, L, D	4(1)(a)	£158	£205	29.7%
2	* E Certificate	4(2)(a)	£63	£82	30.2%
	<b>Enhanced SVA - Classes D and R</b>				
3	Enhanced SVA test with Model Report	4(1)(c)	£200	£260	30.0%
4	Enhanced SVA test without Model Report	4(1)(d)	£190	£247	30.0%
5	* E Certificate & ESVA test with Model Report	4(2)(b)	£106	£138	30.2%
6	* E Certificate & ESVA test without Model Report	4(2)(c)	£95	£124	30.5%
7	ESVA for new vehicle with European Community (EC) Type Approval	Note 1	£32	£42	31.3%
	<b>SVA or Enhanced SVA</b>				
8	Retest	5(1)(a)	£32	£42	31.3%
9	Charge for failure to attend a test or refusal to test by the examiner	4(4)	£53	£69	30.2%
10	Replacement Certificate	9	£11	£12	9.1%
	<b>Out of hours supplements</b>				
	Inspections 1, 3 & 4	4(3)(a)(i)	£79	£103	30.4%
	Inspections 2, 5, 6 & 7	4(3)(b)	£21	£27	28.6%
	Retests 8	5(2)(a)	£16	£20	25.0%
	<b>Goods Vehicles</b>				
11	Basic SVA test (or appeal test) - Classes N,P,T,M,A,C,S,L,D	4(1)(b)	£63	£82	30.2%
12	* E Certificate	4(2)(a)	£63	£82	30.2%
	<b>Enhanced SVA - Classes D and R</b>				
13	Enhanced SVA test with Model Report	4(1)(e)	£106	£138	30.2%
14	Enhanced SVA test without Model Report	4(1)(f)	£95	£124	30.5%
15	* E Certificate & ESVA test with Model Report	4(2)(b)	£106	£138	30.2%
16	* E Certificate & ESVA test without Model Report	4(2)(c)	£95	£124	30.5%
17	ESVA for new vehicle with European Community (EC) Type Approval	Note 1	£32	£42	31.3%
	<b>SVA or Enhanced SVA</b>				
18	Retest	5(1)(b)	£16	£20	25.0%
	Charge for failure to attend a test or refusal to test by the examiner	4(4)	£53	£69	30.2%
	Replacement Certificate	9	£11	£12	9.1%
	<b>Out of hours supplements</b>				
	Inspections 11, 13 & 14	4(3)(a)(ii)	£26	£34	30.8%
	Inspections 12, 15, 16 & 17	4(3)(b)	£21	£27	28.6%
	Retests 18	5(2)(b)	£6	£8	33.3%

**Note 1:** This fee is currently charged on a non-statutory basis and we propose to increase it in line with other SVA fees as indicated in the table above. We included the proposal to include this fee in the Regulations in the consultation prior to the increases implemented in April 2007. For technical reasons, it proved impossible to include that change then. Including the fee in regulations is, in itself, cost neutral to customers; no respondents commented on the principle in the consultation mentioned; we therefore intend to include this fee in the next Amendment Regulations.

**Motor cycle, etc. Single Vehicle Approval fees under the Motor Cycles (Single Vehicle Approval) (Fees) Regulations 2003 (SI 2003/1960)**

	Current fee	Proposed fee	% fee increase
Low Power Moped (A moped with pedals, with auxiliary propulsion not exceeding 1 kW, and a maximum design speed not exceeding 25 km/h [16 mph].)	£47	£50	6.4%
Two-wheeled Vehicle (including motorcycle and sidecar)	£74	£78	5.4%
Three-or Four-wheeled Vehicle	£90	£95	5.6%
Out of Hours Supplement	£21	£22	4.8%
Retest	£16	£16	0.0%
Duplicate/replacement Certificate	£11	£11	0.0%

**Vehicle Identity Check fees under the Road Vehicles (Registration and Licensing) Regulations 2002 (SI 2002/2742)**

NB: These fees also apply to Northern Ireland

Vehicle Identity Check	Current Fee	Proposed Fee	% increase
Examination	£36	£38	5.6%
DP Supplement	£5.50	£6	9.1%
OoH Supplement	£7.50	£8	6.7%

**Tachograph Centre approval fees under the Passenger and Goods Vehicles (Recording Equipment) (Approval of Workshops and Fitters) (Fees) Regulations 1996 (SI 1986/2128)**

	Current Fee	Proposed Fee	% increase
Initial Approval	£328	£344	4.9%
Annual renewal	£134	£141	5.2%

### HGV Plating and Testing and Reduced Pollution Certificate

Note: Fees set within this group on the basis of time to process each application type

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	45.0	49.2	49.2
Increased income from new/revised fee			2.7
Operating budget for service (before input price increases and any other added expenditure)	44.7	49.0	49.0
Additional costs of providing service			1.3
Accumulated surplus / (deficit) brought forward from previous period	(5.4)		
Net surplus / (deficit) for service at year end	(5.1)	(5.0)	(3.4)

### HGV Operator Licensing

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	30.8	33.9	33.9
Increased income from new/revised fee			1.7
Operating budget for service (before input price increases and any other added expenditure)	29.2	33.6	33.6
Additional costs of providing service			0.6
Accumulated surplus / (deficit) brought forward from previous period	(8.1)		
Net surplus / (deficit) for service at year end	(6.5)	(6.2)	(4.8)

### TIR Inspections

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	17	16	16
Increased income from new/revised fee			1
Operating budget for service (before input price increases and any other added expenditure)	12	17	17
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	10		
Net surplus / (deficit) for service at year end	15	14	14

### ADR Inspections

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	503	459	459
Increased income from new/revised fee			23
Operating budget for service (before input price increases and any other added expenditure)	629	461	459
Additional costs of providing service			16
Accumulated surplus / (deficit) brought forward from previous period	(347)		
Net surplus / (deficit) for service at year end	(473)	(473)	(454)

### GV International Permits

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	19	12	12
Increased income from new/revised fee			0.6 <sup>1</sup>
Operating budget for service (before input price increases and any other added expenditure)	19	12	12
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	(34)		
Net surplus / (deficit) for service at year end	(34)	(34)	(34)

### PSV Testing

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	7.3	7.5	7.5
Increased income from new/revised fee			0.4
Operating budget for service (before input price increases and any other added expenditure)	6.7	7.8	7.8
Additional costs of providing service (			0.3
Accumulated surplus / (deficit) brought forward from previous period	2.5		
Net surplus / (deficit) for service at year end	3.1	2.8	2.8

<sup>1</sup> Due to rounding this figure does not affect the end of year balance

## PSV O Licensing

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	6.5	6.9	6.9
Increased income from new/revised fee			0.3 <sup>2</sup>
Operating budget for service (before input price increases and any other added expenditure)	6.6	6.8	6.8
Additional costs of providing service			0.1
Accumulated surplus / (deficit) brought forward from previous period	4.4		
Net surplus / (deficit) for service at year end	4.3	4.4	4.4

## Registration of Local Bus Services, Minibus and Community Bus Permits

Note: Fees set within this group on the basis of time to process each application type

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	0.7	0.8	0.8
Increased income from new/revised fee			0.04
Operating budget for service (before input price increases and any other added expenditure)	0.7	0.7	0.7
Additional costs of providing service			0.1
Accumulated surplus / (deficit) brought forward from previous period	(2.3)		
Net surplus / (deficit) for service at year end	(2.3)	(2.2)	(2.2)

## PSV Certificate of Initial Fitness and Accessibility Certificate

Note: Fees set within this group on the basis of time to process each application type

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	1.7	1.9	1.9
Increased income from new/revised fee			0.1
Operating budget for service (before input price increases and any other added expenditure)	1.6	1.8	1.8
Additional costs of providing service			0.1
Accumulated surplus / (deficit) brought forward from previous period	0.3		
Net surplus / (deficit) for service at year end	0.4	0.5	0.6

<sup>2</sup> Due to rounding this figure does not affect the end of year balance

### PSV International Permits

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	6	5	5
Increased income from new/revised fee			1
Operating budget for service (before input price increases and any other added expenditure)	6	5	5
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	(66)		
Net surplus / (deficit) for service at year end	(66)	(66)	(65)

### Vehicle Identity Check

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	3.6	3.7	3.7
Increased income from new/revised fee			0.2
Operating budget for service (before input price increases and any other added expenditure)	3.6	3.8	3.8
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	0.1		
Net surplus / (deficit) for service at year end	0.1	0.0	0.1

### Single Vehicle Approval

	<b>2006-07 actual £m</b>	<b>2007-08 estimate £m</b>	<b>2008-09 forecast £m</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	2.5	2.6	2.6
Increased income from new/revised fee			0.7
Operating budget for service (before input price increases and any other added expenditure)	3.4	3.0	3.0
Additional costs of providing service (			0
Accumulated surplus / (deficit) brought forward from previous period	(0.2)		
Net surplus / (deficit) for service at year end	(1.1)	(1.5)	(1.3)

### Motorcycle Single Vehicle Approval

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	448	461	461
Increased income from new/revised fee			28
Operating budget for service (before input price increases and any other added expenditure)	496	422	422
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	(543)		
Net surplus / (deficit) for service at year end	(591)	(552)	(485)

### Tachograph Centre Approval

	<b>2006-07 actual £k</b>	<b>2007-08 estimate £k</b>	<b>2008-09 forecast £k</b>
Fee charged/proposed		See fee table	
Fee income from service (before proposed increase)	110	129	129
Increased income from new/revised fee			6
Operating budget for service (before input price increases and any other added expenditure)	110	129	129
Additional costs of providing service			0
Accumulated surplus / (deficit) brought forward from previous period	(5)		
Net surplus / (deficit) for service at year end	(5)	(5)	1

## Vehicle operating costs

### Per vehicle costs

Source: FTA "Manager's Guide to Operating Costs 2007" and RHA "Goods Vehicle Operating Costs 2007". Lower of the costs from the 2 sources used.				
Type	Time PA	Mileage costs	Miles PA	Total PA
	£	p	Miles	£
7.5t 2 axle rigid	£34,396	30.2	45,000	£48,000
12 - 14t 2axle rigid	£37,954	38.8	45,000	£55,419
17 - 18t 2 axle rigid	£42,776	36.6	50,000	£61,051
24 - 26t 3 axle rigid	£54,200	49.3	52,000	£79,836
32t 4 axle rigid tipper	£52,621	78.4	40,000	£83,977
32 - 33t 2 + 2 axle artic	£59,131	50.4	55,000	£86,851
38t 2 + 3 axle artic	£62,243	62.4	70,000	£105,923
44t 3 + 3 axle artic	£65,760	67.8	70,000	£113,227

**Per business costs**

Trailer ratio 2.09 Artic tractors 117,000  
Trailers 244,000

	<b>Business size</b>							
	Micro		small		medium		large	
	No	Cost PA	No	Cost PA	No	Cost PA	No	Cost PA
7.5t 2 axle rigid	1	£48,000	2	£95,999	4	£191,998	90	£4,319,955
12 - 14t 2axle rigid		£0		£0		£0	18	£997,533
17 - 18t 2 axle rigid		£0	1	£61,051	2	£122,102	36	£2,197,836
24 - 26t 3 axle rigid		£0		£0	1	£79,836	31	£2,474,916
32t 4 axle rigid tipper		£0		£0	1	£83,977	16	£1,343,632
32 - 33t 2 + 2 axle artic		£0		£0		£0	2	£173,702
38t 2 + 3 axle artic		£0		£0		£0	12	£1,271,082
44t 3 + 3 axle artic		£0	1	£113,227	2	£226,455	45	£5,095,236
<b>Total</b>	<b>1</b>	<b>£48,000</b>	<b>4</b>	<b>£270,277</b>	<b>10</b>	<b>£704,368</b>	<b>250</b>	<b>£17,873,891</b>

NOTE 1: fleet mix for medium and large derived from DfT statistics on licensed goods vehicles (table 18)

NOTE 2: Trailer ratio for artics divided trailers tested by VOSA for 2005/6 (VOSA Bus Plan2007/8) with licensed MVs 2005 (DfT stats tab 18) - this knowingly ignores the effect of drawbar trailers since no figures readily available from which to derive numbers.

## VOSA charges

### O licence per licence fees

	Licences in issue	102,100	Variations per year	8,500
	New applications PA	9,000	Continuations PA	13,500
	New App	Grant / Cont	Variation	Average
2007	£227.00	£354.00	£227.00	£109.71
2008	£238.00	£372.00	£238.00	£115.19
Change	£11.00	£18.00	£11.00	£5.49

### O licence vehicle related charges

		per quarter	per year
O Licence per vehicle (paid 5 yearly)	2007	£9.00	£36.00
	2008	£10.00	£40.00
	Change	£1.00	£4.00

### Test fees by vehicle type

Failure rates  
 Motor vehicles 23.4% Trailers 21.3%

	2 axle motor vehicle			3 axle motor vehicle			4 axle motor vehicle		
	Test	retest	average veh	Test	retest	average veh	Test	retest	average veh
2007	£49.00	£32.00	£56.48	£70.00	£46.00	£80.76	£91.00	£60.00	£105.03
2008	£51.00	£34.00	£58.95	£73.00	£48.00	£84.23	£96.00	£63.00	£110.73
Change	£2.00	£2.00	£2.47	£3.00	£2.00	£3.47	£5.00	£3.00	£5.70
	2 axle trailer			3 axle trailer					
	Test	retest	average veh	Test	retest	average veh			
2007	£36.00	£23.00	£40.90	£46.00	£31.00	£52.61			
2008	£38.00	£24.00	£43.11	£48.00	£32.00	£54.82			
Change	£2.00	£1.00	£2.21	£2.00	£1.00	£2.21			

### Total per vehicle charges by vehicle type

Type	2007	2008	Change
7.5t 2 axle rigid	£92.48	£98.95	£6.47
12 - 14t 2 axle rigid	£92.48	£98.95	£6.47
17 - 18t 2 axle rigid	£92.48	£98.95	£6.47
24 - 26t 3 axle rigid	£116.76	£124.23	£7.47
32t 4 axle rigid tipper	£141.03	£150.73	£9.70
32 - 33t 2 + 2 axle artic	£177.78	£188.87	£11.08
38t 2 + 3 axle artic	£202.19	£213.28	£11.08
44t 3 + 3 axle artic	£226.47	£238.55	£12.08

**Total VOSA charges per business**

	Business size											
	Micro			Small			Medium			Large		
	No	Cost 2007	Change	No	Cost 2007	Change	No	Cost 2007	Change	No	Cost 2007	Change
Vehicles												
7.5t 2 axle rigid	1	£92	£6	2	£185	£13	4	£370	£26	90	£8,324	£582
12 - 14t 2axle rigid	0	£0	£0	0	£0	£0	0	£0	£0	18	£1,665	£116
17 - 18t 2 axle rigid	0	£0	£0	1	£92	£6	2	£185	£13	36	£3,329	£233
24 - 26t 3 axle rigid	0	£0	£0	0	£0	£0	1	£117	£7	31	£3,619	£231
32t 4 axle rigid tipper	0	£0	£0	0	£0	£0	1	£141	£10	16	£2,257	£155
32 - 33t 2 + 2 axle artic	0	£0	£0	0	£0	£0	0	£0	£0	2	£356	£22
38t 2 + 3 axle artic	0	£0	£0	0	£0	£0	0	£0	£0	12	£2,426	£133
44t 3 + 3 axle artic	0	£0	£0	1	£226	£12	2	£453	£24	45	£10,191	£544
Total vehicles	1			4			10			250		
per licence		£110	£5		£110	£5		£110	£5		£110	£5
VOSA charges		£202	£12		£614	£37		£1,375	£86		£32,276	£2,022

**Proportion of total business costs and change thereto from VOSA charges and by business size business**

	Business size											
	Micro			Small			Medium			Large		
		Cost 2007	Change		Cost 2007	Change		Cost 2007	Change		Cost 2007	Change
		0.421%	0.025%		0.227%	0.014%		0.195%	0.012%		0.181%	0.011%

**Testing and Inspection activities**

formula

Assumptions

Low range

High range

Reduction in staff of about 6% would mean:

longer waiting time for appointments;	ave daily standing cost X MV tests per year X effect per vehicle X proportion affected	1 day for [10/30]% of vehicles	£11,334,772	£34,004,315
withdrawal of some TT changes	ave hourly standing costs X MV tests PA X TT savings per test X proportion lost	[10/30] % of savings lost	£257,767	£773,301
opening hours (rural)	Ave cost per mile X extra miles X No of tests X proportion at DPs	20 miles extra round trip for [10/30]% of vehicles tested at DPs	£90,536	£271,609
reduced DP activity				

Reduction in maintenance and investment in facilities and equipment would mean:

reduced maintenance	included in waiting time above			
higher future fees -from higher repair/replacement costs	not modelled			

Reduction in investment in new IT systems would mean:

postponement of more on-line services	not modelled			
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Postponement of upgrading and replacement of existing IT systems would mean:

inability to correct faults in existing systems;	not modelled			
existing systems becoming more prone to breakdown;	not modelled			
some existing systems may need to be switched off	not modelled			
<b>Total testing effects</b>			£11,683,075	£35,049,225

### Operator licensing and enforcement activities

Staff reductions of the order of 6% would lead to:

longer turnaround times for licence applications, renewals and variations;	Ave daily standing cost X ((No of new applications X vehicles per licence X added time X proportion affected) + (No of continuation applications X vehicles per licence X added time X proportion affected))	New applications: 1 day delay in [10/30]% of applications Continuations: 1 day delay on [1/5]% of continuations	£788,350	£2,570,705
withdrawal of over the counter enquiry services	not modelled			
reduction in enforcement checks	Total Accident Cost X percentage change	between 0.01% and 0.1% additional accidents	£135,821	£1,358,207

Reduction in maintenance and investment in facilities and equipment would mean:

reduced maintenance	included in accident increase estimates above			
higher future fees -from higher repair/replacement costs	not modelled			

Reduction in investment in IT systems would mean:

less targeting	included in accident increase estimates above			
<b>Total licensing effects</b>			£924,170	£3,928,912
<b>Total effects</b>			£12,607,245	£38,978,136

## Variables used in calculation

### Tests per year

Source = VOSA Business plan 2007/8	MV	Trailer
Tests per year	472,500	244,000
Retests per year	110,500	52,000
Total tests per year	583,000	296,000
%age at DPs	17%	

### per vehicle costs

Source: FTA "Manager's Guide to Operating Costs 2007" and RHA "Goods Vehicle Operating Costs 2007".

Lower of the costs from the 2 sources used.

Type	Standing costs PA		Mileage costs per mile contribution		Average reduction in cycle time from Testing Transformation
	Proportion	£	contribution	p	
7.5t 2 axle rigid	0.36	£34,396	£12,383	30	10.88
12 - 14t 2 axle rigid	0.07	£37,954	£2,733	39	2.79
17 - 18t 2 axle rigid	0.14	£42,776	£6,160	37	5.26
24 - 26t 3 axle rigid	0.12	£54,200	£6,721	49	6.11
32t 4 axle rigid tipper	0.06	£52,621	£3,368	78	5.02
32 - 33t 2 + 2 axle artic	0.01	£59,131	£473	50	0.40
38t 2 + 3 axle artic	0.05	£62,243	£2,988	62	3.00
44t 3 + 3 axle artic	0.18	£65,760	£11,837	68	12.21
Average vehicle standing cost		£46,661		Average cost per mile	45.67
Average earning days per annum (as per RHA modelling)			240		
Average earning hours per week (RHA)			55		
daily standing cost per average vehicle			£194.42		
hourly standing cost per average vehicle			£16.32		

<b>Average reduction in cycle time from Testing Transformation</b>		
Source TT project data		
Mins	16.26	

## Licensing

Source VOSA Business plan 2007/8

New licences	9,000
Continuations	13,500
Total licences	102,100
Total vehicles	400,000
Vehicles per licence	3.92

## HGV Accident costs

Source - (1) Road Casualties Great Britain 2005 (DfT) table 10

(2) Highways Economic Note No 1 (DfT) table 3

	Fatal	Serious	Slight
No involving HGVs (1)	520	1648	9952
Average value of prevention (2)	£1,644,790	£188,920	£19,250
Total cost by type	£855,290,800	£311,340,160	£191,576,000
Total Accident Cost			£1,358,206,960

## ***Attachment B – Code of practice on consultations***

### **Code of Practice on Consultation**

The Government has adopted a code of practice on consultations. The code of practice applies to all UK public consultations by government departments and agencies, including consultations on EU directives.

Though the code does not have legal force, and cannot prevail over statutory or other mandatory external requirements (e.g. under European Community Law), it should otherwise generally be regarded as binding unless Ministers conclude that exceptional circumstances require a departure.

The code contains six criteria. They should be reproduced in all consultation documents. There should be an explanation of any departure from the criteria and confirmation that they have otherwise been followed.

### **Consultation criteria**

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

A full version of the code of practice is available on the Cabinet Office web-site at:

<http://www.cabinetoffice.gov.uk/regulation/documents/consultation/pdf/code.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Andrew D Price  
Consultation Co-ordinator  
Department for Transport  
Zone 4/13 Great Minster House  
76 Marsham Street  
London, SW1P 4DR

*email:* [consultation@dft.gsi.gov.uk](mailto:consultation@dft.gsi.gov.uk)

A Culpin & Son Ltd	Association Of London Authorities
AA Driving School	Association of MOT Consultants
AA Motoring Trust	Association of Optometrists
AA Service Centres	Association of London Government
Aaron & Partners	Autocal Ltd
ACPO	Autocraft Equipment Ltd
ACPO Scotland	Autodata Ltd
ADE Systems	Autologic
ADI	Avon & Somerset Constabulary
ADI Business Club	Blaby District Council
ADI Foundation	BMI Health Services (Incorporating OHSA)
Advanced Vehicles Builders	BRAKE
Age Concern Cymru Wales	British Agricultural & Garden Machinery Assoc.
Age Concern England	British Association of Removers
Age Concern Scotland	British Car Auctions Ltd
Agricultural Engineers Association	British Chamber of Commerce
Alliance of Independent Retailers Ltd	British Deaf Association
Ambulance Service Association	British Epilepsy Association
American Car Imports	British Fire Service Association
Analyze UK	British Independent Motor Trade Association
Approved Driving Instructors	British Industrial Truck Association
Arriva PLC	British Medical Association
Assembly Technology & Test Ltd	British Motorcyclists Federation
Assoc British Dispensing Opticians College	British Parking Association
Assoc. High Pressure Water Jetting Contractors	British Safety Councils
Assoc. London Borough Road Safety Officers	British School of Motoring
Assoc. Street Lighting & Electrical Contractors	British Vehicle Rental & Leasing Association
Association of Vehicle Recovery Operations	British Vehicle Salvage Federation
Association of British Drivers	BSI Product Services
Association of British Insurers	Buckinghamshire County Council
Association of British Insurers (NI)	Builders Merchants Federation
Association of British Motor Clubs	Calibration & Repair Services Ltd
Association of Car Fleet Operators	Campaign Against Drink Driving
Association of Industrial Road Safety Officers	CBS Whitton Ltd
Centrax Ltd	Despatch Association

Century Salvage Sales Ltd	Dept of Health
Charity Law Association	Dept of Transport
Chartered Institute of Transport	Derbyshire Constabulary - Road Policing Support Unit
Chartered Institution of Waste Management	Devon County Council
Chemical Industries Association	DfT Mobility Unit
Chief Fire Officers Association	Diabetes UK
Chief Road Safety Education Officer	Dieseltune Technology Ltd
Child Accident Protection Trust	Direct Line Group
Citizen Advice (Scotland)	Disabled Drivers Association
Civil Service Motoring Assoc	Disabled Drivers Motors Club
Coach Association	Disabled Motorist's Federation
Coach Monthly	Disabled Persons Transport Advisory Com.
Coach Operators Federation	District Wheelchair Service
Collins Motors	DoE NI
Commercial Motor	Drivers Actions Movement
Community & Youth Workers Union	Driving Instructors Association
Community Matters	Driving Instructors Scottish Council
Community Transport Association	Driver and Vehicle Agency (Northern Ireland)
Confederation of British Industry	Environmental Services Association
Confederation of British Industry - Scotland	Environmental Transport Association
Confederation of Passenger Transport	Equality Commission for N.Ireland
Confederation Passenger Transport	Equity Finance
Construction Equipment Association	Essex County Council
Construction Plant Hire Association	European Commission, DG TREN
Consumers Association	European Secure Vehicle Alliance
Contractors & Mechanical Plan Engineers	Experian Ltd
Convention of Scottish Local Authorities	FBHVC
Council of Civil Service Unions	Federation of British Historic Vehicle Clubs
County Road Safety Officer	Federation of Kit Car Clubs
County Surveyors Society	Federation of Ophthalmic & Dispensing Opt.
Crown Office	Federation of Small Businesses
Crown Prosecution Service	Federation Passenger Transport Employer
Dairy Trade Federation	Finance & Leasing Association
FMI Ltd	Justices Clerks Society
Ford Motor Co Ltd	K&R Auto Services Ltd

Forum Mobility Centre	Keep Death Off Our Roads
Forum of Private Business	Keltruck Ltd
Forum of Private Business in Scotland	Kent County Constabulary
Freight Shepherd Ltd	LACOTS
Freight Transport Association	Law Society
Friends of the Earth	Learn 2 Live
Garage Equipment Association	Learn and Live
General Consumer Council for N.Ireland	Leeds City Council
General Medical Council	Leyeshurst
Glass' Information Services Ltd	Lifting Equipment Engineers Association
Globeaid Ltd	Lincolnshire County Council
Gloucestershire County Council	Liverpool City Council
Grampian Police	Local Authorities Road Safety Officers Assoc.
Gray and Adams Ltd	Local Government Association
Greater Manchester Police	Local Government Information Service
Green Flag Ltd	London Ambulance Services
Guild of Experienced Motorists	London Private Hire Car Association
Halfords Ltd, Marketing Dept	Lord Chancellor's Division
Health & Safety Executive	Magistrates' Association
Heavy Transport Association	MAHA UK Ltd
Hertford County Council	Master Engineering srl
Home Office	Maverick Technology UK Ltd
House of Commons Library	Metrobus
Independent Garage Association	Metropolitan Police
Information Commissioner	Military Vehicle Trust
Institute of Advance Motorists	Ministry of Defence
Institute of Directors	MIRA
Institute of HGV Driving Instructors	Mobility Advice & Vehicle Info. Services
Institute of Highways and Transportation	MOT Tester & Authorised Examiner
Institute of Logistics & Transport	Motability
Institute of Race Relations	MOTest UK Ltd
Institute of Road Safety Officers	Motor Association of British Insurers
Institute of Road Transport Engineers	Motor Caravanners Club
Institute of Transport Administration	Motor Insurance Repair Research Centre
International Historic Vehicle Organisation	Motor Insurers Bureau
Joint Committee on Mobility for the Disabled	Motor Schools Association
Motor Vehicle Dismantlers Association	National Tyre Distributors Association
Motorcycle Action Group	National Union of Students
Motorcycle Industry Association	North Wales Police, Operational Support

	Division
Motorcycle Retailers Association	Northern Ireland Assembly
Motorcycle Rider Training Association	Nottinghamshire Rural Community Council
Motoring Research Consumer Association	Oban Buses / West Coast Motors
Motorists Forum (Secretariat)	Office of Fair Trading
Motorway Tyres & Autocentres	Office of the Commissioner New Scotland Yard
Muscular Dystrophy Campaign	Omitec Instrumentation Ltd
MVRA Ltd	P J Services
N C Consulting	Parliamentary Advisory Committee on Transport Safety
National Assembly for Wales	Passenger Transport Executive Group
National Assn of Citizens Advice Bureau	Pedestrian Association
National Assoc Agricultural Contractors	Perkins Technology
National Association of Local Councils	PITO
National Association of Taxi & Private Hire Licensing Enforcement Officers	PNC Directorate
National Caravan Council	Police Federation of England & Wales
National Consumer Federation	Police Superintendents Association of England & Wales
National Council for Civil Liberties	Premier Diagnostics Ltd
National Council for Voluntary Organisations	Protech Automotive UK
National Crime Intelligence Service	Protech Instruments
National Express Group PLC	Public & Commercial Services Union
National Farmers Union	Public Carriage Office
National Federation of Self Employed and Small Businesses	Pulleyn Transport Ltd
National Limousine Association	RAC Foundation
National Parking Adjudication Service	RAC Motor Sports Association
National Playbus Association	RAC Motoring Services
National Private Hire Association	Reading Transport Ltd
National Safety Council	Recruitment & Employment Confederation
National Salvage Group	Retail Motor Industry Federation
National Street Rod Association	Retail Motor Industry Training
National Taxi Federation	Richard Oliver Ltd
National Traction Engine Trust	RJV International
National Trailer and Towing Association	Road Haulage Association
Road Rescue Recovery Association	Suffolk County Council
Road Roller Association	Sun Electric Europe
Road Transport	Sustrans

Roadpeace	Sykes Pickavant Ltd
Robert Bosch Ltd	Tecalemit Garage Equipment Co Ltd
ROSPA	TEN Automotive Equipment Ltd
Royal Association for Disability & Rehabilitation	The Arthur Rank Centre National
Royal College of Nursing	The Caravan Club
Royal College of Ophthalmologists	The City and County of Swansea
Royal College of Physicians	The Institute of Logistics & Transport
RSAC	The Institute of Logistics and Transport
Sagem SA	The Joint Mobility Unit Access Partnership
Saxon Junkalor GmbH	The MOT Club
School of Engineering John Moores University	The Motor Insurance Repair Research Centre
Scottish Consumer Council	The National Council for Women of GB
Scottish Executive	The Scottish Parliament
Scottish Motor Trade Association	The Scottish Road Safety Campaign
Scottish Police Federation	Time Instruments
Senior Policy Officer Transport	Trade Union Congress
Showmans Guild of GB	Trading Standards Institute
Sidlaw Automotive Services	Transervice Ltd
Siemens VDO Trading Ltd	Transport & General Workers Union
SIRA Test and Certification	Transport 2000
Slower Speeds Initiative	Transport and General Workers Union
Small Business Service	Transport for London
Social Exclusion Offices	Transport Research Laboratory
Society of Motor Manufacturers & Traders	UNISON
South Gloucestershire Council	United Kingdom Accreditation Service (UKAS)
Staffordshire Police - Tac Support	United Road Transport Union
Stagecoach	University College of London
States of Guernsey Traffic Committee	University of Birmingham
States of Jersey	University of Surrey
STATUS Manager	Vehicle Builders and Repairers Association
Stoneridge Electronics	Vehicle Industry Consultants
Stones Garage	Vehicle Testing Services
Strathclyde Police	Veteran Car Club
Vintage Motorcycle Club	
Vintage Sports Car Club Ltd	
Volvo Trucks (GB) Ltd	
Wales Community Transport	

Welsh Assembly Cabinet

Welsh Consumer Council

Welsh Local Association

West Sussex County Council

Which? Magazine

Wigan Council

Wolverhampton City Council

Worcestershire County Council

## Consultation Response Form

# Consultation on: Fees for VOSA Services in 2008/9

### PART 1 - Information about you

Name

Address

Postcode

email

Company Name or Organisation  
(if applicable)

Please tick one box from the list below that best describes you /your company or organisation.

- Small to Medium Enterprise (up to 50 employees)
- Large Company
- Representative Organisation
- Trade Union
- Interest Group
- Local Government
- Central Government
- Police
- Member of the public
- Other (please describe):

If you are responding on behalf of an organisation or interest group how many members do you have and how did you obtain the views of your members:

If you would like your response or personal details to be treated **confidentially** please explain why:

## **PART 2 - Your Comments**

1. Should we seek higher increases in one or more areas to increase the rate of investment in improved services? Yes  No

Please explain your reasons or add any additional comments you wish to make:

2. Should we cut back on planned investment and not seek to improve services in one or more areas? Yes  No

Please explain your reasons or add any additional comments you wish to make:

3. Should we reduce running costs by worsening existing service levels such as waiting time for tests? Yes  No

Please explain your reasons or add any additional comments you wish to make:

4. Can you provide information about the overall operating costs of your business that we can use in future to model the effects on businesses in your sector (bearing in mind that we would have to publish the information and its source)? Yes  No

If you can help with this please send any information that you think would be helpful with your reply.

If you have any other general comments that you would like to make concerning this consultation, please give them here:

Please send this completed form to: [vosa\\_fees\\_08@vosa.gsi.gov.uk](mailto:vosa_fees_08@vosa.gsi.gov.uk)

or by post to:

VOSA 2008 Fees Consultation  
4<sup>th</sup> floor  
Berkeley House  
Croydon Street  
Bristol  
BS5 0DA

or by fax to: 0117 9564 3303

The deadline for responses is: 10 March 2008