



Driver & Vehicle
Standards
Agency

Helping you stay safe on Great Britain's roads



Safer drivers, safer vehicles, safer journeys for all

Introduction

DVSA helps millions of people to use Great Britain's roads safely every day. Our work saves lives, helping to make Great Britain's roads some of the safest in the world. It keeps both traffic and the economy moving.

We make sure people have the skills and understanding to take responsibility for their own safety on the roads. We check that vehicles are safe to drive and help to protect people from unsafe vehicles and drivers.

While the vast majority of vehicles and drivers use our roads in a responsible manner, inevitably there are those who do not.

Anyone who fails to meet the standards or comply with the rules is putting themselves and other road users at risk.

Through our enforcement and fraud and integrity work, we target those operators, vehicles and drivers who could jeopardise the safety of our roads.

We work effectively with our partners on joint, targeted operations. The fines and sentences issued have been substantial and send a clear message to those who break the law.

Our enforcement and compliance work helps you stay safe on Great Britain's roads and is vital in supporting our vision for safer drivers, safer vehicles and safer journeys for all.

Gareth Llewellyn
DVSA Chief Executive



What we do

Check drivers and vehicles at the roadside

Educate drivers and vehicle operators

Target serially non-compliant operators

Enforce the HGV road user levy

Work in partnership with the police and other transport organisations

Set the standards, and approve courses for, Driver CPC training

Protect the driving test and MOT systems from fraud

Work with manufacturers to recall vehicles and investigate safety defects

Protecting you from unsafe vehicles and drivers

We set the standards that guide commercial vehicle operators, their drivers and their vehicles - making sure they're fit to be on the road and that they follow safety rules.

In 2015 to 2016 we carried out 219,926 checks at the roadside. We conduct remote analysis on operators' compliance systems and use Automatic Number Plate Recognition (ANPR) to help inform strategic targeting. 'Weigh in motion' sensors in the road measure and target overweight vehicles at 12 of our sites across the UK.

Using ANPR technology to target non-compliance, we issued 4,058 fixed penalty notices and roadside fines of £1,219,300 during 2015 to 2016.

A stop-on-sight operation over 5 days saw 100 roadworthiness encounters, resulting in a 34% prohibition rate. A prohibition either prevents you from driving the vehicle until you get a problem with your vehicle fixed, or gives you a deadline to fix the problem.

We regulate the MOT scheme so that garages maintain the right standards to keep cars and motorcycles safe on the roads. We act to stop the minority of MOT garages and testers that don't meet these standards, or deliberately try to break the rules.

219,926

checks at the roadside each year

4,058

fixed penalty notices issued using ANPR checks

£1.2 million

in roadside fines taken from ANPR checks

If you drive a goods vehicle or a passenger-carrying vehicle, you must follow the rules on how many hours you can drive and the breaks that you need to take.

We carry out in-depth investigations when these rules are broken. Offences range from driving time and rest-time breaches, to serious fraud and conspiracy crimes. Many offences can be detected by using data from tachographs - devices which record information about driving time, speed and distance.

Some more serious offences require deeper analysis. Our investigations teams are continually exploring ways to use new technologies to uncover serious drivers' hours and tachograph fraud. At the roadside, we've introduced tachograph diagnostic equipment at our road checks, enabling easier identification of tachograph interruption devices.

We're working with operators and stakeholders to develop an 'earned recognition' scheme, which will recognise exemplar operators with a strong track record of compliance. We'll minimise disruption to recognised operators by remotely accessing their vehicle and driver data.

We can then focus our resources on the seriously and serially non-compliant.



Illegal tachographs seized in Lancashire

A 3-day joint operation with Lancashire Police and HM Revenue and Customs led to the discovery of sophisticated illegal tachograph interrupter devices fixed to vehicle gearboxes.

These devices interrupt the 'sender' unit on the vehicle, which counts the rotation of the wheels, and passes information to the tachograph to record time, distance and speed.

The operation led to over £19,000 being issued in fixed penalties and immobilisation fees for the offenders.

We issued 138 prohibition notices for drivers' hours offences, vehicle overloading and mechanical defects. We also immobilised 36 vehicles.

One vehicle was also seized by HM Revenue and Customs for the illegal use of tax exempt fuel.



Case study



In 2015 to 2016



checks at the roadside



fixed penalties issued to drivers - resulting in fines of **£4,380,250** - an increase of **14%** from 2014 to 2015



vehicle checks at operators' premises



weight checks made, resulting in **4,796** prohibitions - a rate of **55.5%**

Top 5 reasons we issued prohibitions

Lorries

1. Brakes
2. Tyres
3. Indicators and hazard lights
4. Lights
5. Spray suppression

Public service vehicles

1. Seat belts
2. Brakes
3. Driver and passenger doors
4. Tyres
5. Interior of body, eg seats not secure, or hand rails loose

Targeting serially non-compliant operators

Despite our best efforts to educate and engage operators in safe operations, some remain non-compliant.

In these cases, and only after we've fully exhausted every other route, we act to disrupt their activity through intense enforcement activities. We do this so being non-compliant isn't a cheaper alternative to being a safe operator.

Operators can face a week of frequent disruption to their journeys, as we stop them each time they're spotted either by us or the police.

Recently, an operator faced huge disruption to their business, with 22 vehicles stopped and parked up on the first day. Multiple prohibitions were issued.

The operator has asked to meet us to talk about how to improve their compliance.



Case study



Enforcing the HGV road user levy

The HGV road user levy was introduced in April 2014 for all lorries weighing 12 tonnes or more using the UK road network. The charge makes sure they contribute to the costs of UK road maintenance. The levy costs up to **£10** per day or **£1,000** per year.

Our compliance teams enforce the levy at roadside checks, concentrating effort on non-UK vehicles, resulting in a 95% compliance rate of those vehicles checked by DVSA.



levies bought by foreign operators from **90** countries



fixed penalties generated by enforcement of the levy



roadside fines generated by enforcement of the levy



Enforcement partnership targets unsafe lorries in London

In 2015 we launched the joint London Freight Enforcement Partnership to help reduce the number of unsafe lorry drivers and operators in the capital. Along with officers from Transport for London and the Metropolitan and City of London police forces, the Partnership carries out joint intelligence-led operations.

We carry out spot-checks on commercial vehicles to check the driver and vehicle aren't in breach of any rules and regulations.

We have the power to issue a prohibition – stopping the driver from taking the vehicle away until it's repaired – and fixed penalties if the driver commits offences.

Over the last 2 years the Partnership targeted and stopped more than **6,000 vehicles**, seizing **87** of them, issued **2,134** fixed penalty notices and referred **4,500** cases for prosecution.



Case study



Driver CPC for lorry, bus and coach drivers

The Driver Certificate of Professional Competence (CPC) is a qualification for professional lorry, bus and coach drivers. They have to pass 4 tests to get the qualification and a Driver CPC card.

To stay qualified, drivers have to take 35 hours of training every 5 years on topics like loading vehicles safely, emissions and dealing with incidents.

Our roadside checks show that over 99% of professional drivers are following the rules and carrying their Driver CPC card.

Those that don't follow the rules face a maximum fine of £1,000. The operator they work for can also be fined the same amount.

Offences can also be referred to the Traffic Commissioner, and could result in the operator's licence being revoked.

Traffic Commissioners for Great Britain

Traffic Commissioners are responsible for the licensing and regulation of those who operate heavy goods vehicles, buses and coaches, and the registration of local bus services. They are assisted in this work by deputy Traffic Commissioners, who preside over a number of public inquiries.

DVSA provides vehicle operator licensing and compliance services to support the Traffic Commissioners in their work.

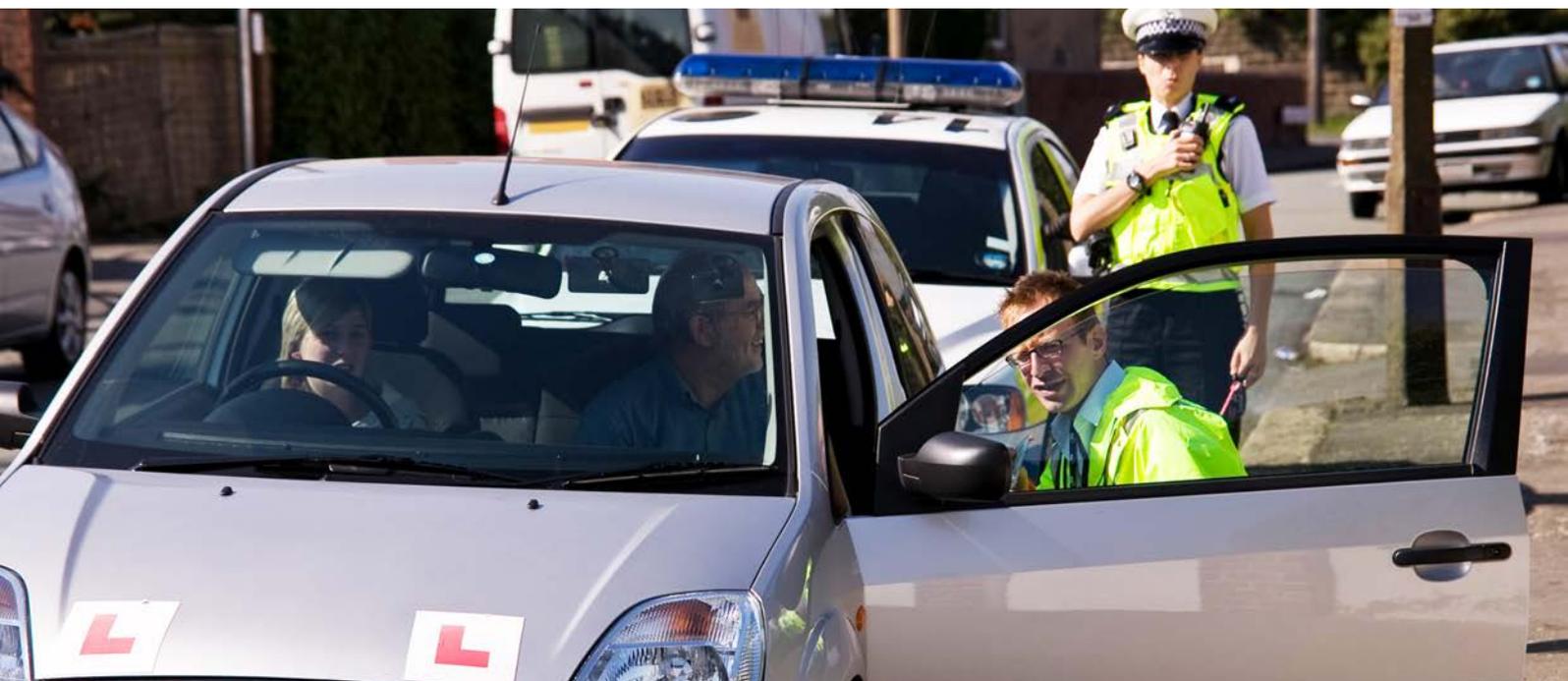
Protecting learner drivers

We approve driving and riding instructors, and make sure that they keep to the standards we set. It's illegal for someone to charge for driving lessons if they aren't qualified and registered.

During 2015 to 2016, our fraud and integrity team investigated 98 reported cases of illegal driving instruction. As a result, 14 people were arrested by the police; 6 received a police caution and 4 were convicted in the courts.

There were 39,878 approved driving instructors on DVSA's register in March 2016. The vast majority meet the high standards we set. However, we removed 682 instructors from the register in 2015 to 2016 because they:

- didn't attend appointments for us to check their standards
- failed to meet the standard we set
- stopped being suitable to be an instructor because of their behaviour



Protecting the driving test from fraud

We improve driving skills by setting standards for driving, riding and training and testing people to those standards through the theory test and driving test.

In 2015 to 2016 we carried out:

- over 2.1 million car theory tests
- over 1.5 million car driving tests

We act against those who try to cheat these tests, either by impersonation, or using technology like hidden Bluetooth devices to get the right answers to theory test questions.

In 2015 to 2016, we acted on 818 reports of suspected impersonation, which related to 2,144 theory or practical driving tests. We're still investigating some of these.

355

people were arrested by the police as a result of our investigations

202

people received a police caution

69

people were convicted of offences in the courts - 46 received prison terms

111

driving licences were revoked

32 months in prison for theory test imposter

Sarbjit Singh from Rowley Regis was sentenced to 32 months in prison at Hereford Crown Court in June 2016 for theory test fraud.

In April 2016 our investigators, assisted by West Mercia Police, went to Worcester theory test centre and arrested Singh for attempting to take a theory test fraudulently, impersonating the actual candidate.

When questioned, he was linked to 10 other cases of fraud at theory test centres in Uxbridge, Milton Keynes, Harrogate, Stratford, Cheltenham, Builth Wells and Worcester.

Singh was charged with 10 offences for fraud, and another for obstructing the police.

Although instances of fraud are rare in the 2.1 million theory tests taken every year, we take them seriously and work closely with the police to bring offenders to justice.



Case study



Vehicle recalls and defects

Manufacturers must tell us about any faults with vehicles, parts or accessories they make or sell. We work with the manufacturers to make sure they're recalled, to protect the public from death and serious injuries. In 2015 to 2016 we dealt with issues that affected 14% of the UK's vehicles.



vehicles affected by **319** safety recalls



vehicles affected by **28** non-urgent recalls



safety defects investigated

Takata airbag recall

Over the last 3 years we've played our part in the worldwide recall of Takata airbags. They were recalled because a serious defect meant that, in the event of a crash, they could shoot metal fragments into drivers when they deployed.

Around 2 million affected vehicles have been recalled in the UK since 2013, affecting manufacturers from Ford to Ferrari.

As a result of our quick response, we helped to get them recalled. Since the recall was started, there have been no reported incidents in the UK.



Case study

The future of enforcement and compliance

We will always look to improve our enforcement and compliance activities to help you stay safe on Great Britain's roads.

We want to target non-compliant operators more effectively by:

- using traffic management technology better, like ANPR and weigh in motion sensors
- making sure that our network of examiners are in the right place at the right time
- developing our 'earned recognition' scheme so we:
 - recognise operators who consistently follow the rules
 - carry out less intrusive checks on them - checking on their data and systems remotely
 - target the seriously and serially non-compliant operators





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