

MOT SPECIAL NOTICE



Vehicle & Operator Services Agency

Issue Number

4 - 2007

Issue Date

April 2007

All Authorised Examiners and Designated Councils in Classes :

All Classes

The last Special Notice issued was

3 – 2007 All Classes

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Item 1 Introduction of Targeted Risk Based Enforcement

Background

Historically VOSA Examiners routinely visited every VTS periodically to ensure that acceptable MOT standards were being maintained. In order to reduce the burden on those VTS' that are always compliant, VOSA have moved to a targeted risk based enforcement process instead of treating all VTS' the same. This will enable VOSA to direct its resources where they are needed most and concentrate on those VTS that potentially pose a threat to road safety through a greater risk of non-compliance.

This new enforcement process was successfully piloted during 2006 and was statistically validated by retesting a recently tested vehicle at each of the trial sites at a later date. Test stations that were identified as a high risk of non-compliance were found to be non-compliant as a result of the re-examinations conducted.

What happens next?

Between April 2007 and March 2008 VOSA Examiners will visit every VTS to conduct an initial site assessment. This initial assessment, together with performance data from MOT Computerisation and the VTS history held by VOSA, will be used to score the potential risk of non-compliance.

Where a VTS is identified as meeting or exceeding standards, VOSA will reduce the number of future enforcement visits. Compliance checks will continue, either via telephone call or remote monitoring using MOT Computerisation.

For those VTS identified as potentially non-compliant, VOSA will increase the number of enforcement checks during which advice and guidance will be provided to assist the VTS in reducing their risk of non-compliance.

This new process will further ensure that MOT scheme standards are maintained and MOT tests are carried out correctly thereby improving road safety. This is an opportunity for VTS' and VOSA to raise the profile of the MOT scheme.

A Best Practice Guide will be issued, together with a covering letter in May, to all VTS' to let you know what VOSA believes a good garage should look like. It is advisable to retain this guide for future use.



Alan Wilson

Head of Private Vehicles Scheme Management

All Nominated Testers must acknowledge via the VTS Device that they have read and understood the contents of this Special Notice relevant to the classes they test. Please print off a copy of this SN and retain on your files for reference.