

Regulator: Driver and Vehicle Standards Agency

Non-Qualifying Regulatory Provisions (NQRPs).

DVSA has three non-qualifying measures that did not have an Impact Assessment at the time but will have a financial impact on businesses. We have assessed them all as being of a cost or benefit of less than £5 million over 5 years and have listed them in that excluded category.

Business Impact Target Reporting Period Covered: 9 June 2017 to 20 June 2018

Excluded Category	Summary of measure(s), including any impact data where available
Measures certified as being below de minimis (measures with an EANDCB below +/- £5 million)	<p>DVSA introduced three measures in this category:</p> <ul style="list-style-type: none">• Changes to trainer booking arrangements. Vocational and motorcycle trainers are permitted to reserve test slots. The new rules prevent some trainers booking too many slots or holding onto them for too long. Net cost benefit neutral.• The earned recognition scheme for lorry, bus and coach operators. Operators provide performance information on vehicle maintenance and drivers hours. If they continue to meet standards then they are less likely to be stopped at roadside. Net benefit to business is expected to be about £100,000 over 5 years, although it will increase if more operators take part in the scheme.• CPC module 4 assessments by private sector assessors. There are costs for training assessors, but the net benefit to business is expected to be about £4 million over 5 years. <p>DVSA has published guidance in relation to each of these voluntary schemes on gov.uk</p>
EU Regulations, Decisions and Directives and other international obligations, including the implementation of the EU Withdrawal Bill and EU Withdrawal Agreement	Most of DVSA's core activities are underpinned by EU directives. DVSA has issued eight guidance updates during this Business Impact reporting period on changes directed by the EU.
Measures certified as concerning EU Withdrawal Bill operability measures	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Pro-competition	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Systemic Financial Risk	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.

Excluded Category	Summary of measure(s), including any impact data where available
Civil Emergencies	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Fines and Penalties	DVSA introduced fines for historical offences against Driver Hours regulations. Suitable guidance was published in advance of the changes.
Misuse of Drugs	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Measures certified as relating to the safety of tenants, residents and occupants in response to the Grenfell tragedy	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Casework	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Education, communications and promotion	DVSA issued 32 guidance notes that are classified in this category. For example, telling people about our services, or giving advice on aspects of driving and vehicle safety.
Activity related to policy development	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.
Changes to management of regulator	Following consideration of the exclusion category there are no measures for the reporting period that qualify for the exclusion.