

*These notes refer to the Deregulation Act 2015 (c.20)
which received Royal Assent on 26 March 2015*

DEREGULATION ACT 2015

EXPLANATORY NOTES

COMMENTARY ON SECTIONS

Schedule 10: Regulation of the use of roads and railways

Part 6: Testing of vehicles

704. **Part 6** amends sections 46, 51 and 52 of the Road Traffic Act 1988 (the “RTA”) to alter the current provision for the charging of fees by the Secretary of State in connection with the annual roadworthiness testing of lorries, buses and coaches. Where such testing is carried out other than at the Secretary of State’s premises (operated by the Vehicle and Operator Services Agency) the amendment provides for the Secretary of State to charge the occupier of premises at which testing is carried out for testing services provided or to charge in respect of the issue of test certificates.
705. **Paragraph 25** amends section 52 of the RTA to extend the Secretary of State’s power to designate premises as testing stations for the purposes of roadworthiness testing to the testing of lorries.
706. **Paragraphs 26 and 27** amend sections 46 and 51 respectively of the RTA to allow the Secretary of State to make regulations to charge those occupying testing stations for lorries or for buses and coaches in respect of the provision of testing services or in connection with the issue or correction of test certificates. In relation to occupiers of lorry testing stations, the regulations may provide for payment of charges on account or for the supply of test certificates. Regulations may also provide for the keeping by testing station occupiers of test certificate registers and other records.
707. **Part 6** of the Schedule forms part of the law of England and Wales and Scotland (like the RTA). It comes into force on the day on which the Act is passed so far as is necessary for enabling subordinate legislation to be made. It comes into force for remaining purposes on a day to be appointed by the Secretary of State in a commencement order.
708. **Part 6** reduces a burden in allowing simplification of the regulatory environment for the testing of lorries, buses and coaches by enabling an alternative to the current administratively complex charging structure.