Changes to HGV, bus and trailer MOT centre service charges

Summary

- Changes to HGV, Bus and Tailer MOT centre service charges - gov.uk
- This consultation is about changing the maximum service charges that MOT centres for heavy goods vehicles (HGV), buses, coaches and trailers can make to customers for using their facilities. This is to determine the maximum service charges ATFs can make for the first time since 2010.

About Logistics UK

Logistics UK is one of the country's largest business groups, and the only trade association which represents all of logistics. Our mission is to support, shape and stand up for a safe, sustainable and efficient logistics sector. Our membership of more than 22,000 includes global, national and regional businesses and SMEs spanning road, rail, inland waterways, sea and air as well as the customers of freight services, such as retailers and manufacturers. We deliver services, representation and thought leadership, helping members and policymakers to seize new opportunities for the sector and the economy as a whole, right across the country.

The logistics sector

Nothing moves without logistics. The sector employs 8% of the UK workforce in good jobs with strong career progression, contributes £170 billion in GVA each year, and underpins the resilience of the everyday economy.

Logistics plans and coordinates the movement and storage of the goods that businesses, public services and households rely on – using ports, airports, roads, railways, waterways, warehouses and smart digital systems to tie it all together.

With the right policies, logistics can drive up UK growth by £8 billion a year.[1] However, rising costs, red tape and poor infrastructure are holding the sector back – putting firms out of business, fuelling inflation, and undermining productivity and supply chain resilience. As a result, the UK has fallen from 4th to 19th in the World Bank Logistics Performance Index over the decade to 2023.

Consultation response

1. What is the nature of your business?

Trade body

2. Do you agree with the principle of allowing an increase in the maximum service charge that ATFs can make for the use of the facility?

Yes

3. Do you think the proposed amounts are:

About right

[1] Logistics Delivering a solution to the UK's productivity puzzle, Oxford Economics, 2023

4. Will there be any material changes needed in your business (or the members of the trade body) as a result of the proposed increase in the maximum charge??

Yes

Smaller operators may experience financial strain due to increased costs, while larger businesses may pass these costs onto customers. On the positive side, fee increases could also support expansion of ATF capacity and help reduce wait times.

5. Do you expect the DVSA to commit to regular reviews of the service charges, for example annually or bi annually?

Yes

Scheduled reviews - ideally every 3–5 years or sooner - would enhance predictability, allowing operators to plan and budget for incremental increases.

Cost alignment: Fees should reflect actual increases in operational costs such as energy, equipment, and parts, which fluctuate over time.

Market stability: A transparent and consistent review process would help maintain trust and stability across the sector, especially for smaller operators who are more sensitive to cost changes.

Encouraging investment: Knowing that fees are reviewed regularly and fairly may encourage more businesses to invest in ATF infrastructure, helping to address current issues with lane availability and long wait times.

This approach would support both sustainability and fairness in the ATF network.

6. Please provide any other thoughts you have about the proposed changes to ATF service charges.

Fee increases must be justified and transparent. There is concern that maximum caps may lead to uniform high charges across ATFs, regardless of service level. ATFs should be required to justify fees, especially where minimal setups do not warrant the highest charge. One respondent compared this to energy price caps, where all providers tend to charge the maximum.

While larger businesses may absorb the increase, smaller operators and one-man bands could feel the pressure more acutely. There is recognition that costs will likely be passed on to customers, potentially contributing to broader inflationary effects (e.g., food price increases from major retailers).

Respondents highlighted ongoing challenges with limited ATF availability, resulting in long wait times and increased travel costs. The proposed fee increase is seen as a potential incentive for new ATFs to enter the market, improving accessibility and service delivery.

There is strong support for scheduled reviews of service charges, ideally every 3–5 years, or sooner. This would allow operators to plan for incremental increases and avoid sudden, disruptive changes. It would also ensure that fees remain aligned with inflation and operational cost trends.

A Scottish respondent stressed that fee increases should correlate with rising costs such as energy and parts, reinforcing the need for a balanced and evidence-based approach to fee setting.

Contact details:
Arthur Gribbin
Engineering Policy Lead
agribbin@logistics.org.uk