Dear Committee Member,

Vehicle Technology and Aviation Bill

I would like to take this opportunity to thank you for your participation in the Committee sessions and your informative comments on the Bill. I would like to assure you that I will reflect on these judiciously.

This letter provides further details on issues raised during today's commitment sessions and summaries the commitments made throughout.

Automated Vehicle - New Clause 16

The Government is taking an agile, step by step approach to regulatory reform in relation to automated vehicles. Where the evidence base exists for change, we will act to remove barriers to use safely so that the public and business can benefit from new driver assistance and automated vehicle technologies as soon as they arrive to market.

Each of these steps, taken through primary legislation, secondary legislation, or guidance, will be subject to a process of scrutiny and ongoing review, as noted when Government initially consulted on these automated vehicle insurance measures with the public and industry. We will continue to work with Insurers, the Motor Insurance Bureau, and the automotive industry, as well as with groups representing ordinary motorists as we take these measures forward, and with other relevant groups as appropriate when we take new proposals forward.
More specifically, considering the system for defining automated vehicles under clause 1, international and domestic standards on the safe functioning of automated vehicles have not yet been developed — but are a prerequisite for vehicles to be able to be sold in the UK.

We expect that once those standards have been developed, vehicles would have to comply with them, and this would be confirmed through type approval, and recorded in the vehicle’s registration documents.

We intend that the Secretary of State would effectively define an automated vehicle by cross-referencing to whether the vehicle was registered as complying with the relevant automated vehicle standards.

We will continue to engage with the Driver and Vehicle Licencing Agency, and wider stakeholders to make sure this system works effectively.

**Electric Vehicles**

**Funding for taxi charge infrastructure (Concerns of Wolverhampton council)**

I would note that awards have been made in line with the timelines developed and submitted by successful local authorities. If a local authority was then able to accelerate the delivery of its scheme, we would of course look carefully at any request to bring forward the payment of Government funds.

**Warranties for LPG van conversions**

The Government has supported LPG conversions — notably of 60 hackney cabs in Birmingham, as I highlighted in our debate. We are using this project to provide valuable information on costs and benefits of retrofitting hackney cabs with LPG. Whilst many vehicle manufacturers offer a LPG option on their models in Europe (including Ford, Vauxhall, VW, Audi, Skoda, Seat and Renault) they do not import these models to the UK (in view of the smaller right-hand-drive market) and often do not approve or extend their new vehicle warranties to conversions to LPG. Some convertors do provide warranties but the duration, cover and conditions are decided by the provider. Consumers are of course protected through the Consumer Rights Act, which states that products must be of satisfactory quality, fit for purpose and as described.

As you know I have made commitments to ensure consultation and review of regulations and in this final letter to committee I would like to restate some key commitments.
• I will ensure that there is continued dialogue and consultation on automated vehicles

• I will provide an indicative timetable for Secondary legislation on Electric Vehicles before report stage and confirm that I will conduct further formal public consultation before bringing regulations to the House.

• I will ensure my officials continue to have regular and healthy dialogue with relevant stakeholders such as National Grid and network operators to take account of the impact of rolling out electric cars.

• I reiterate my strong commitment to consult and produce a detailed impact assessment on Air Travel Trust arrangements before we use power in clause 19 (ATOL).

As ever, I am happy to discuss any further questions you may have.

I am copying this letter to members of the Public Bill Committee and placing a copy in the House Library.

Yours Sincerely

THE RT. HON. JOHN HAYES