

A vision for GB type approval

Executive summary

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In the Prime Minister's speech [Building a better future](#) on 4 January 2023, he set out the government's intention of 'seizing the opportunities of Brexit to ensure our regulatory system is agile and pro-innovation'.

That opportunity is clearly evident in the way that we ensure the vehicles on our roads meet the highest safety and environmental standards, securing benefits of cleaner air and safer roads. We also aim to deliver greater choice and more affordable cars for UK citizens.

As the GB automotive industry continues to grow, the need for a flexible and adaptable type approval regime has become more important than ever. With 2 million new vehicles entering the UK market each year, innovation and progress are key to ensuring success in this rapidly evolving industry.

Vehicle standards also provide the necessary framework to support the transition to electric vehicles enabling us to ensure all new cars and vans are zero emission by 2035.

Effective vehicle regulation will enable growth in the economy and create jobs in Great Britain. Self-driving vehicles alone could help the UK secure investment in a market predicted to be worth around £40 billion to the economy by 2035 with 38,000 skilled jobs across our regions. This kind of innovation is dependent on a clear and predictable regulatory environment.

Ensuring the UK's regulatory framework for road vehicles remained fit for purpose was, for over 40 years, the role of the EU Commission. These regulations were created through the EU's co-decision process, following consultation and agreement with the member states, via working groups and the EU Parliament. The frameworks delegate powers to the Commission to make further regulations to implement the framework and make updates where necessary.

Now that the UK has left the EU, we can rethink vehicle regulation. We have the freedom to create a system that meets the needs of manufacturers and consumers in the UK. But that doesn't mean we will cast aside the things that already work well. Type approval provides necessary regulatory certainty to manufacturers and ensures UK citizens can be confident that new vehicles are safe and environmentally sound and that enforcement action will be taken where non-compliances are found. Our intention is to build on this framework and ensure it is fit for the future.

We've already made progress and established the foundations to develop our approach to vehicle regulation. A full GB type approval scheme entered into force in January 2023 to provide continuity and minimise cost. This will eventually replace the existing provisional scheme that has been in place since Brexit, beginning with new models brought to market in February 2024.

This document sets out our vision and how we will take advantage of the opportunities presented by Brexit through 3 principles.

Principle 1: standardisation through the UNECE

United Nations Economic Commission for Europe (UNECE) regulations cover around 75% to 80% of subject areas for passenger vehicles in the GB type approval scheme. We will aim to apply all relevant UNECE regulations, reducing the resources and costs required from negotiating to regulations becoming law.

We want to balance the benefits of reducing costs and creating a level playing field for manufacturers – that international standardisation provides – with the opportunity for the UK to take a leading role in shaping the international debate and ensuring international regulations support UK objectives.

Principle 2: a flexible approach to recognising standards and testing from elsewhere in the world

Where international standards aren't available, we will deregulate low risk areas to permit acceptance of alternative national standards.

This approach will include EU standards and other jurisdictions. We will launch an analysis exercise to identify standards from other countries that could also be adopted. This approach will allow manufacturers to seek approval in multiple markets using a single test report, avoiding the need to repeat testing.

Principle 3: explore the potential for bespoke domestic requirements or processes, where this benefits Great Britain

Domestic legislation will remain a valuable tool to allow us to focus on the issues that GB manufacturers and consumers care the most about and where there is benefit in a bespoke approach. For example, to facilitate the introduction of new technologies to market or where we need to act at a greater pace than the United Nations (UN) to ensure robust safety or environmental standards are put in place to support UK businesses and consumers.

The 3 principles will be governed by an overarching principle to reduce, wherever possible, the administrative burdens associated with demonstrating compliance with regulations without lowering our already high standards for safety or pollutant emissions.

In the short term, we will implement these principles by delivering a 3-year programme of reform of the large amount of retained EU regulation through secondary legalisation. This will be achieved using existing powers such as those in the Retained EU Law (Revocation and Reform) Act and the Road Traffic Act. The programme will lay the foundations for an agile system that keeps pace with technological developments and innovation in a dynamic and rapidly evolving landscape, including:

- updating Road Vehicles (Construction and Use) Regulations 1986 to permit the fitting of camera monitor systems and to ensure that sideguards remain fitted to heavy goods vehicles (HGVs) throughout their life
- changes to the Road Vehicles (Construction and Use) Regulations 1986, giving DVSA a more robust basis to act against emissions-related non-compliance which, in turn, will protect road users and the environment
- ensuring the market surveillance scheme has the resources to recall environmentally harmful vehicles from GB roads
- completing the GB type approval schemes for motorcycles, agricultural vehicles and engines for non-road mobile machinery subject to the availability of appropriate powers

In some areas, we are exploring the choices we have available to us now we can act independently of the EU. We are developing options, supported by research, including considering what is happening in other markets and engaging with stakeholders and industry. For example, as part of our work on future regulations for emissions, we are carrying out analysis to assess the impacts of different options for future UK emissions standards. This will include monitoring the development of the European Commission's Euro 7 emission standard proposal.

The UK has historically played a fundamental role in shaping a globally standardised system of regulation in this field and we want to build on that. We will be smarter about how we translate that excellent technical work into UK rules which allow our automotive sector to flourish whilst maintaining our high standards on environment and safety.

These innovations will enable us to be more ambitious, and creative, in our approach to regulating vehicles to ensure we have a suitably flexible, dynamic and robust system that is fit for the future.

Introduction

Vehicle standards are fundamental to how the government regulates the safety and environmental impacts of vehicles and they have a key role to play in driving change – whether that is creating a safety assurance framework for autonomous vehicles or supporting the transition to electric vehicles.

Leaving the EU presents an opportunity to develop an ambitious plan supported by evidence and engagement with our stakeholders to reform how vehicles are regulated in Great Britain.

We want to develop a GB regulatory system that minimises the administrative and regulatory burden for manufacturers (while maintaining safety and environmental standards) and enables savings for the British consumer. It will pursue international standardisation, where possible, and take a constructive approach to equivalence with type approval processes in other countries, minimising duplicate testing and

making it simple to recognise alternative vehicle standards from across the world. In addition, we want to ensure Great Britain has an agile system that keeps pace with technological developments and innovation in a dynamic and rapidly evolving landscape.

The Road Vehicles and Non-Road Machinery (Type-Approval) (Amendment and Transitional Provisions) (EU exit) Regulations 2022

From 1 January 2021, an interim provisional type-approval scheme came into effect in Great Britain to permit the ongoing sale and registration of new motor vehicles following the UK's exit from the European Union.

The interim regime was replaced by a full GB type approval scheme for passenger and goods vehicles (cars, buses, vans, and lorries) which was made through a [statutory instrument](#) on 7 December 2022 and entered into force on 31 December 2022. This scheme became mandatory for new types of passenger and goods vehicles from 1 February 2024 and will apply to all existing models by February 2026.

The new GB type approval scheme addresses Brexit related deficiencies in the assimilated EU and domestic law that regulates the type approval of passenger and goods vehicles, including their trailers and parts. It converts the EU type approval scheme for road vehicles (with 4 or more wheels) to an independent GB type approval scheme.

The scheme also ensures the United Kingdom's obligations under the Windsor Framework are met in relation to type approval. It continues acceptance of EU approvals for products placed on the market in Northern Ireland (NI). It also allows manufacturers without EU approval to apply for approval to EU rules from the UK's approval authority, the Vehicle Certification Agency (VCA), known as a UK(NI) approval. In addition, it facilitates market access in Great Britain for vehicles and machinery engines approved or produced in Northern Ireland to EU standards.

In due course, we intend to introduce equivalent schemes for the remaining categories:

- 2 and 3-wheeled vehicles and light 4-wheeled vehicles (motorcycles, tricycles, and quadricycles)
- agricultural and forestry vehicles

We have made provisions to allow the provisional schemes for these categories, and engines for non-road mobile machinery, to continue until 31 December 2027. We

aim to have a suitable approach in place for the remaining vehicle categories before this date.

Designing a new scheme

Now that the UK has left the EU, we can rethink vehicle regulation. We have the freedom to create a system that meets the needs of manufacturers and consumers in the UK. In line with the commitment made in the government's manifesto in 2019, we will reform vehicle standards, ensuring they are sensible and proportionate and take into consideration the needs of small businesses when devising new rules.

Vehicle standards should:

- support the government's agenda to deregulate by maintaining and updating the type approval framework so that it facilitates our aims to preserve and improve the safety, security and environmental performance of vehicles on our roads
- support growth and the Department for Transport's (DfT's) ambition for the future of transport by enabling innovation and the development of small to medium-sized enterprises (SMEs)
- improve transport for the user by supporting greater choice, aiming to lower costs for consumers and reduce the likeliness of vehicle accidents and collisions
- support DfT to reduce environmental impacts by reducing emissions
- ensure compliance by improving enforcement measures

Taking a fresh look at vehicle standards also provides the opportunity to overcome some of the challenges that have been highlighted with the current system:

The current process to regulate can be slow and complex and manufacturers will continue to be frustrated that regulation takes a long time to be developed and implemented. The type approval system is set out in domestic regulation and can only be changed by further regulation. This process involves formal consultation, legal and policy resource and parliamentary time. A simple update is likely to take between 6 to 8 months and require additional time to implement. More comprehensive changes could take one to 2 years.

In addition, manufacturers and the automotive sector need certainty and a clear vision. A clear vision will facilitate original equipment manufacturers (OEMs) beginning the design process with a clear view of the regulatory standards that the vehicle must meet to be placed on the GB market and the future strategy for their development.

We risk falling behind international standards because of the time it takes us to apply UN regulations.

We risk hindering innovation and associated investment/growth. Technology and software are becoming increasingly important as we move towards automated vehicles. We need to have a framework in place that enables the safe delivery of these new vehicles and supports British manufacturers otherwise, the introduction of new vehicle designs may be delayed due to incompatibilities in legislation.

A theory of change

Drawing on the opportunities and challenges above, we have developed a 'theory of change' (Figure 1) to support our policy development. The purpose of the framework is to explain how and why proposed interventions are intended to work, their intended long-term impacts and what conditions are required for success.

The theory of change framework is based on the following 5 themes:

- maintaining and updating the type approval framework and in-use requirements
- enforcement
- vehicle innovation
- environmental performance
- safety performance

These themes reflect our proposition for [what vehicle standards should do](#).

Some of the inputs and activities, outputs, outcomes and impacts will cover more than one theme (this can be seen with the vertical coverage), while others will be theme-specific (single boxes).

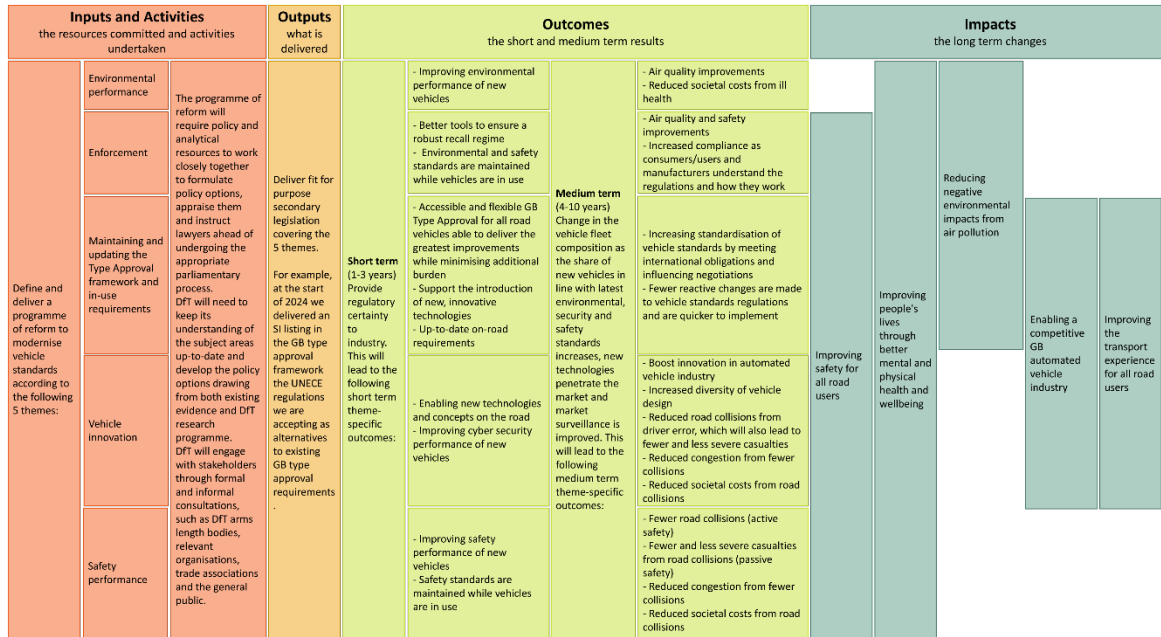


Figure 1: theory of change framework

The theory of change framework is being used to develop a monitoring and evaluation plan to track progress against our desired outcomes. We are in the process of developing a set of success metrics, which will be accompanied by a qualitative assessment to enhance our understanding of contextual factors.

Establishing principles for managing the GB type approval framework: long-term regulatory reform

As 2 million new vehicles enter the UK market each year, vehicle standards are essential to ensure that these vehicles are environmentally sound and safe.

Vehicle standards also provide the necessary framework to support the transition from internal combustion engines to zero emission vehicles, enabling us to end the sale of new petrol and diesel cars and vans by 2035. Effective vehicle regulation will also enable growth in the economy and create jobs in Great Britain.

However, the sheer number of subjects covered by vehicle standards means it is not practical or desirable to deliver it all through domestic legislation, moreover:

The automotive industry needs certainty and a clear vision for how GB type approval standards will be regulated in the future. This will provide OEM's beginning their vehicle design process with greater confidence on the mandatory legal requirements to enter the GB market.

There are benefits to maximising international standardisation with other regulatory standards. Manufacturers operate in a global market, it will also minimise the number of GB specific regulations created through the parliamentary system.

Retaining a domestic framework gives us an opportunity to reduce process and red tape, freeing up capacity for prioritising subjects of strategic importance. In order to facilitate a modern type approval service, VCA is investing heavily in a business transformation programme to create an effective and efficient digital type approval service to the global automotive industry.

We need an effective route to enforcement. While the GB type approval process focuses heavily on the requirements a manufacturer must meet before placing a product on the market, the framework also provides powers to take action when any non-conformity is detected. The GB type approval framework is an enabler for the government to take effective action against any non-compliant product registered or placed on the market.

Therefore, VCA and DfT have developed 3 principles that set out how we will establish long-term regulatory reform:

Principle 1: standardisation through the UNECE

Vehicle design and development is a global business, involving a range of companies and suppliers selling across varied markets, which may have different needs and requirements. Standardised regulations allow products to be designed that can be sold in multiple markets without having to re-engineer for each.

Almost all governments share broadly common aims of ensuring road vehicles are clean, quiet, safe, and secure. For this reason, working at an international level to agree on standardised technical regulations is the most efficient way of achieving these outcomes. It enables each government to leverage the combined knowledge, expertise and research of all those involved. Internationally standardised technical regulations that apply, not just in Great Britain but in wider global markets, also help British manufacturers by simplifying access to those markets and British consumers by keeping costs to a minimum.

Developing international regulations is also the most cost-effective way for us to ensure we maintain up-to-date standards that allow for the latest developments in technology, while also addressing our environmental and safety aims. This approach creates a shared ownership amongst the countries and governments participating in and using the international standards, ensuring the regulations are maintained and updated. This in turn helps our manufacturing industry and reduces the up-front taxpayer cost burden.

Currently, UNECE regulations cover around 75% of subject areas for passenger vehicles in the GB type approval scheme. This could be increased to over 80% in the

short term, for example, by including the latest regulations on vehicle lighting and security with the potential for further growth over time if the UK continues to push to regulate new technologies through this route.

However, there are some high priority topics that are not currently covered by UNECE regulations. The UK will take a leading role in these areas to shape the international debate and ensure international regulations support UK objectives. Through effective international engagement, we will influence and negotiate in the UNECE, on topic areas that the UK prioritises to develop UNECE regulations. These areas include:

- automated vehicle technologies – focussing particularly on the safe introduction of self-driving technology, further development of advanced driver assistance systems (not self-driving) and cyber security and connectivity
- environmental protection – focussing on developing a global regulation for real driving emissions, developing whole life-cycle assessment of vehicle carbon dioxide (CO₂) emissions and facilitating increased uptake of electric vehicles

Other priority areas include protecting vulnerable road users, vehicle noise regulation and simplifying lighting regulations.

To facilitate this approach, we will also seek to explore options to ‘streamline’ the process for incorporating UNECE regulations that the UK has voted for into the GB type approval scheme, if necessary, seeking new legislative powers in the future.

Principle 2: a flexible approach to recognising standards and testing from elsewhere in the world

To support manufacturers and end users, we want to design a regulatory system that is facilitative and easy to navigate, making it simple to recognise alternative vehicle standards from across the world where they can be shown to demonstrate technical equivalence and ensure the same levels of safety or environmental performance. The system should have streamlined administrative processes and avoid duplicative testing as far as possible for a vehicle sold in 2 or more markets.

To achieve this ambition, when international standards are not available, we will accept alternative standards used by other countries in low risk subjects, for example, defrost/demist requirements.

The first step is to identify these subjects. A simple approach to creating the initial list is to base it on those subjects that are already considered sufficiently low risk to permit the manufacturer to act as a technical service. These are subjects where, rather than tests being conducted by independent technical services, manufacturers

may conduct the testing and submit test reports, provided they can demonstrate they meet the strict criteria that apply to the conduct of technical services. The existing list of these subjects can be found in Annex VII in the GB [type approval framework](#) and includes registration plate space requirements and tyre installation.

Once these lower risk subjects have been identified, we would seek to allow testing to other standards deemed to be broadly equivalent. In the first instance, this would likely be to the requirements that apply in the EU for the same subjects where we can be confident that vehicle performance will not be compromised. We will then expand this approach to include other regulatory jurisdictions as a subsequent future step. While this approach would allow the use of alternative technical requirements, the approvals themselves will continue to be issued by VCA. The expectation is that this approach will allow manufacturers to avoid repeat testing for the same subject when seeking approval both for the GB market and throughout the world.

To support our policy development, we will commission analysis on equivalence to enable us to prioritise the jurisdictions that will provide the best cost benefit to the GB industry and consumers. The analysis will review the standards in different countries and markets, assess risk, evaluate, benefits and consider legal implications. We will aim to publish our findings and it will inform our approach to establishing a GB type approval framework.

This approach has the potential to effectively manage divergence in these areas while giving businesses the choice to meet either the GB technical requirement or other standards that have been recognised without removing the role of the VCA as the issuing approval authority.

Principle 3: explore the potential for bespoke domestic requirements or processes, where this benefits Great Britain

Domestic legislation will remain a valuable tool to allow us to focus on the issues that GB manufacturers and consumers care the most about and where there is benefit in a bespoke approach.

For example, to facilitate the introduction of new technologies to market or where we need to act at a greater pace than the UN to ensure robust safety or environmental standards are put in place to support UK businesses and consumers.

The process of obtaining type approval often involves the generation of large amounts of documentation. As with technical requirements, divergence with other markets leads to duplication, additional costs and potential delays. Updating the templates and forms for type approval through the legislative process is slow adding to inflexibility in the system, often for quite simple updates.

To make sure we have a type approval scheme that can respond to future technologies and innovation in an agile way, we will commission research to explore

approaches taken in other countries and identify key lessons that can be drawn from those approaches.

We will also work with businesses, industry, end-users and researchers to help us identify further opportunities to improve the type approval process for GB, removing burdens and improving the procedures to ensure the process is as good as it can be.

These 3 principles will be governed by an overarching principle to reduce, wherever possible, the administrative burdens associated with demonstrating compliance with regulations.

Northern Ireland

The new GB type approval scheme has been available to manufacturers since January 2023 for new models introduced to the market on or after 1 February 2024. We are working closely with industry to ensure this does not affect the movement and sale of vehicles in Northern Ireland.

For new cars, a manufacturer can continue to obtain a single approval for the whole of the UK via a UK(NI) approval. Manufacturers who hold EU type approval will also continue to be able to sell into the NI market using that approval. In practice, we seldom expect manufacturers to seek a GB type approval exclusively (and not also hold an EU or UK(NI) approval). This will only occur where it makes the most sense to do so, for example, when a manufacturer does not sell vehicles in Northern Ireland or a smaller manufacturer makes bespoke products, such as adapted vehicles.

We are committed to making the process for obtaining approvals as seamless as possible and will be working to ensure that, for example, EU testing can be used to support GB or UK(NI) approvals, avoiding the need for double testing. It remains possible for a vehicle to be approved for multiple schemes, demonstrating compliance with a single set of tests. NI businesses can also continue to sell new vehicles into Great Britain that have an EU or UK(NI) type approval. We will keep the process under review to ensure the best service for both manufacturers and consumers.

Second-hand vehicles are unaffected by the new measures, provided they have been previously sold and registered in the UK. These vehicles can then be sold UK-wide without needing any further approval.

Fixing deficiencies and resolving issues: statutory instrument programme

The long-term approach to vehicle regulation will take time to implement fully and it is important that manufacturers have sufficient time to adapt to changes as they evolve. In the short to medium term, we will begin to embed the overarching principles in our legislative framework, using secondary legislation to make amendments to existing legislation and creating new powers through primary legislation where necessary.

All secondary legislation will be treated on a case-by-case basis. We will keep the programme under review through internal governance and the details could be subject to change including as a result of the consultation process.

Deregulate and take back control through maintaining and updating the type approval framework so that it is flexible and accessible

We will develop legislation to ensure the UK meets its international obligations by listing in the GB type approval framework the UNECE regulations, which we propose to accept as alternatives to existing GB type approval requirements. The first update to the scheme amended the regulations to accept additional UN Regulations including those equivalent to Euro 6e, the latest emission standards applicable in Europe. The second update will be at the end of 2024.

We will meet the obligation in our retained legislation to introduce electronic certificates of conformity before the July 2026 deadline, using further legislation if necessary. We will consult with stakeholders to ensure the chosen approach meets their needs, ensuring that those who need access to a certificate of conformity information can do so easily. This system will also provide us with an opportunity to future-proof our legislation and support a facilitative system for manufacturers from different countries and minimise divergence. In addition, it will also improve enforcement by creating a system that is more robust and accessible.

In 2026 we will complete the process to launch GB type approval schemes across all vehicle types (agricultural vehicles, 2 to 3-wheeled vehicles and quadricycles, non-road mobile machinery engines and passenger and goods vehicles), providing certainty to manufacturers before the provisional schemes expire in 2028. From 2023 onwards, we will develop the necessary policy including investigating options to refer directly to international standards, reduce the regulatory footprint and tailor schemes to the UK market.

Support growth and DfT's ambition for the future of transport by enabling innovation and technology

We intend to introduce into the GB type approval framework recognition of automated lane keeping systems (ALKS) approved by UN Regulation No.157 to facilitate its use on GB roads by the end of 2024. In addition, it could assist domestic implementation issues around the recording and availability of data produced by ALKS to address recommendations by the Law Commission.

By the end of 2026, we will make amendments to type approval regulations to accommodate automated vehicles. Amendments to construction and use regulations will also be needed to enable automated vehicles to be used on the road without the need for special exemptions. These changes will give the self-driving vehicle technology industry regulatory certainty to ensure they can deploy in the UK. This estimated timeline reflects the complex and wide-ranging nature of amendments that need to be made and consulted on. There is also similar work being done on type approval in parallel at the UNECE level which will be taken into consideration.

In 2024, we will also lay legislation to address the risks of cyber security and meet our international obligations by mandating UN Regulation No.155 for new vehicles in GB. The risk of a cyber-attack is expected to grow as vehicles become more connected and self-driving or remotely driven vehicles come to the market, so it is important that we introduce legislation to combat this challenge. We will also use primary legislation to ensure that tampering with software and related sensors/systems becomes an offence.

Furthermore, in 2024, we will lay legislation to mandate UN Regulation No.156 on software updates. This UN regulation provides a standardised approach to managing software updates and we will use it as a way of managing post-registration updates to ensure compliance with the original type-approval requirements so vehicles continue to meet our environmental and safety standards.

Improve transport for the user by reducing the likelihood of vehicle accidents and collisions

In 2024, we will update Construction and Use Regulations to permit the retrofitting of camera monitoring systems and to ensure that sideguards remain fitted to heavy goods vehicles throughout their life. Both of these changes will help to deliver safety outcomes and previous ministerial commitments as well as improve the coherence of legislation. We will also lay legislation to allow road recovery operators to fit and use rear facing red flashing lamps when recovering broken-down vehicles.

We are exploring options for a new technologies SI, with external analysis commissioned to look at the benefits and implications of mandating technologies, including advanced distraction warning, emergency stop signal and blind spot

information, among others in Britain. We have no plans to mandate speed limiting technology in cars in Great Britain. We aim to lay this legislation by the end of 2025.

By the end of 2025, we will remove regulatory restrictions placed on certain engineering plants operating under The Road Vehicles (Authorisation of Special Types) (General) Order 2003 (STGO) to tow a trailer and to travel at a maximum speed of 20 miles per hour. This will help reduce the requirement for road closures during road repairs and the use of additional diesel vans specifically to tow trailers, which could provide a reduction in carbon footprint, cost and improved efficiency in road maintenance.

Reduce environmental impacts by reducing emissions:

In 2024, we will be laying legislation to allow the use on roads of non-road mobile machinery (NRMM) that is fuelled by hydrogen and capable of being driven on the roads. This change will help towards our strategic objective of reducing environmental impacts as hydrogen fuelled engines for NRMM have been identified as a key means of decarbonising parts of the NRMM sector where battery electric power is not practical.

We are developing options for future emission standards to reduce the environmental impact of road vehicles in GB. As part of this work, we are monitoring the development of the Euro 7 emission standard proposal and will provide an update in due course. We aim to lay legislation in 2025.

Ensure regulations are followed by improving enforcement measures

In 2025, we plan to amend The Road Vehicles (Construction and Use) Regulations 1986 to improve the Driver and Vehicle Standards Agency's (DVSA) enforcement against emissions-related tampering, which in turn will protect the environment and the general public. Policy work will begin later in the year to explore the options to ensure vehicles already in use on the roads remain in compliance with their high production standards.

In the latter half of 2024, we will develop the policy proposal, ready for consultation, regarding bringing into law the ability for DVSA to oblige a manufacturer to recall motor vehicles (as a minimum) on environmental grounds, in addition to the current provisions for safety. We aim to lay the new legislation by the end of 2025.

In parallel with the policy development of environmental recall, we will re-examine the current legislation and operational processes around the prosecution of manufacturers who have installed a defeat device in the vehicles they have placed on the market. We will seek to change the law regarding the restrictive time limit for

gathering evidence and bringing charges if this work shows that is a necessary solution to the perceived problem. We would introduce this in parallel with the manufacturer recall legislation.

Making it work on the ground: ensuring the UK's type approval authority is set up to deliver

VCA has historically issued approximately 20% of the European market type approvals. The responsibility placed on the agency will now require it to be responsible for issuing GB type approval for all vehicles registered on GB roads.

VCA is investing heavily in its digital services to offer a modern, efficient type approval service to the automotive industry. The agency is acting on its implementation plan to grow its teams and skilled resources to deliver the ambition of the GB type approval scheme.

Next steps

Stakeholder engagement

DfT will run a phased stakeholder engagement process to communicate and develop the proposed reforms:

1. The first phase will involve a targeted call for evidence to gather feedback on the proposed reforms and identify ways to deliver the vision while reducing burden and supporting growth. Stakeholders will include industry members, researchers, and safety and environmental groups.
2. The second phase will involve a series of targeted workshops with each stakeholder group to clarify insights and add further technical detail. These workshops will focus on specific areas such as industry impact, safety and environmental concerns, innovation and technology, and administrative burden.
3. The review phase will ensure there is a comprehensive and data-driven assessment of the impact of the reforms.

This strategic approach will ensure that our vision for the future of type approval is effectively communicated and developed and that the evaluation of the regulatory reforms is timely and firmly grounded in empirical data and performance indicators.

Please send any feedback on this document to ivs.enquiries@dft.gov.uk.

Implementation

DfT and VCA will develop an implementation plan that sets out the necessary milestones that need to be delivered to achieve our ambition. The plan will be supported by robust governance and oversight.