



Department
for Transport

The Earl Russell
House of Lords
London
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From the Minister for Rail
**Lord Hendy of Richmond Hill
CBE**

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3 June 2025

Dear Earl Russell,

Thank you for your contribution to the statutory instrument debate on 19 May, and for raising some important questions that I committed to respond to in writing.

First, in respect of the timeline for publishing safety guidance for these heavier zero emission vehicles, I can confirm full guidance was published on the Government website on Tuesday 27 May. The guidance can be viewed via the following link: <https://www.gov.uk/government/publications/driving-an-electric-or-hydrogen-powered-vehicle>. The Department has sent this advice to a list of relevant stakeholders to ensure it is taken up as broadly as possible. Trade associations including the BVRLA, Logistics UK, and SMMT have already contributed to the guidance and have kindly agreed to cascade it to their members.

On the safety review, the Department continuously monitors accident data to identify concerning trends. We will assess changes in incident rate and rate of severe collisions, as each new data set is released, in order to identify any concerning trends as early as possible. In the unlikely event that this emerges, we will conduct a full review and will consider what changes, legislative or otherwise, may be appropriate.

You also raised the point on what thresholds we would use to determine whether incident rates are material and require early action. We will investigate any departure from collision rates amongst vans which weigh less than 3.5tn and will take action if it is found that these specific vehicles are involved in a significantly disproportionate number of collisions, or result in disproportionately severe impacts. It is not possible

yet for us to specify what we would consider significantly disproportionate, since this will partly depend on the size of the data set.

I would like to clarify that the formal full post-implementation review (PIR) of the changes will take place five years following enforcement. This is the standard PIR period, and we have determined that this is appropriate since the risk to road safety is low, and a five-year period will provide sufficient time for more data to be available. For context, there were approximately 2,600 vehicles in scope of this legislative change in June 2024 – the latest available Department for Transport vehicle statistics. To reach a meaningful conclusion on change in likelihood and severity of incidents, we would ideally analyse a much larger data set.

Thank you again for your contributions to the debate. A copy of this letter will be deposited in the library of the House.

Yours sincerely,

A handwritten signature in dark ink, appearing to read 'Peter Hendy', with a stylized, wavy line extending from the end.

Peter Lord Hendy of Richmond Hill CBE

MINISTER OF STATE FOR RAIL