



Driver & Vehicle
Licensing
Agency

Driver and Vehicle Licensing Agency Call for Evidence

Registering historic, classic, rebuilt vehicles
and vehicles converted to electric

Driver and Vehicle Licensing Agency (DVLA)
Longview Road
Morrison
Swansea
SA6 7JL



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Foreword

Classic and historic vehicles are a rolling testament to British innovation and the UK government is committed to supporting this sector. While the Driver and Vehicle Licensing Agency (DVLA) must carry out its duty to ensure road safety and protect future purchasers when modifications are made to vehicles, we are committed to exploring changes that will make it easier for keepers who adapt their vehicles to make sure they're roadworthy and safe.

We recognise that technology is changing the way vehicles are being rebuilt and restored, as well as driving an increasing move towards converting older vehicles to electric. In light of this, the UK government believes that the time is right to review the existing policies and processes relating to how these vehicles are registered with DVLA.

There are many people and organisations with a range of expertise and a wide range of different views on these issues. The aim of this call for evidence is to tap into that range of experience, views and research to help us to identify areas of potential change.

The Rt Hon Mark Harper MP, Secretary of State for Transport

Executive summary

DVLA, acting on behalf of the Secretary of State for Transport, is responsible for vehicle registration and licensing across the UK.

The law states that every vehicle keeper must notify DVLA of any changes that are made to their vehicle (regardless of the age of the vehicle) which result in the particulars set out in the vehicle registration certificate (V5C) becoming incorrect. The processes in place allow for updates to be made to the vehicle record held at DVLA, which are then output on the V5C and shared with law enforcement partners.

DVLA receives notifications of changes made to vehicles which have been rebuilt, converted to electric or radically altered to such an extent that it can affect the identity of the vehicle.

When assessing these vehicles, DVLA's main interest is to establish whether a vehicle has been newly constructed and that road safety has not been compromised as a result. For example, a kit-built vehicle or one that has been restored or rebuilt to its original specification using enough of the original vehicle to retain its original registration number. DVLA also assesses whether extensive or multiple changes over time mean that a vehicle can no longer be accurately described as the original vehicle and assess that these are safe to be used on the public road. It is of course the case that many components in vehicles through wear and tear will need replacing such as tyres, wipers and lights, for example, to remain safely in use on the roads and as appropriate. These policies have been designed to ensure that general wear and tear does not trigger a new identity. In some cases, depending on the appearance of the vehicle a revised description on the record held by DVLA and the V5C may be appropriate. For example, where a car has its roof removed to become a convertible.

This call for evidence explains the current policies used for identifying such vehicles and the registration processes for them, which have been in place for many years.

We are seeking your expert knowledge about whether these policies need updating, in particular to reflect evolving technologies that support the restoration and rebuilding of vehicles, along with vehicles that are being converted to electric. We also want to know if you have any suggestions based on your knowledge and expertise in this area that may assist in improving the registration process for these vehicles.

How to respond

The call for evidence period began on 9 May 2024 and will run for 8 weeks until 4 July 2024.

When responding to this call for evidence, it will be helpful if you give some information about yourself. Please tell us whether you are responding as an individual or representing the views of an organisation.

If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

In answering the questions, please provide any practical examples, relevant data, research evidence or experience that support your views.

Do not feel obliged to reply to all the questions.

You can respond to this call for evidence using DVLA's SNAP Survey Ltd tool at: <https://online1.snapsurveys.com/classicvehicles> or alternatively by emailing us at CFE.vehicles@dvla.gov.uk

Or you can post your response to:

**Vehicle Registration Policy
Call for Evidence
C2 East
DVLA
Swansea
SA6 7JL**

Please make sure that your response reaches us before the closing date. You can contact CFE.vehicles@dvla.gov.uk if you need alternative formats. For example, paper copies, audio formats.

Freedom of Information

Information provided in response to this call for evidence may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the department.

The department will process your personal data in accordance with the Data Protection Act 2018 (DPA) and in most circumstances this will mean that your personal data will not be disclosed to third parties.

Data protection

This call for evidence by DVLA, an executive agency of the Department for Transport (DfT), seeks views to inform our considerations of potential changes to the existing registration framework and process for dealing with notifications of modified or rebuilt vehicles.

In this call for evidence, we are asking for:

- your name and email, in case we need to contact you about your responses (you do not have to give us personal information, but if you do provide it, we will use it only for the purpose of asking follow-up questions if we need to)

For organisations, we are asking for:

- a brief description of your organisation to better understand the relationship between your organisation's work and the topic

This call for evidence and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DVLA will, under data protection law, be the controller for this information.

If responding to this call for evidence online, your personal data will be processed on behalf of DVLA by SNAP Surveys Ltd, which runs the survey collection software. SNAP Surveys Ltd. hosts the survey collection only, and your personal data will not be shared with any other third parties. If you want to understand how your data is used by SNAP Surveys Ltd, you may wish to read their privacy statement which can be found at:

<https://www.snapsurveys.com/survey-software/interviewer-privacy-policy-uk/>

Your response and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. The legal basis for processing your personal data is to perform a task carried out in the public interest or in the exercise of official authority vested in the controller.

We will not use your name or other personal details that could identify you when we report the results of the call for evidence. Any information you give will be kept securely and destroyed within 12 months of the closing date. Any information given through the online questionnaire will be moved to our internal systems within 2 months of the call for evidence period end date.

[DVLA's privacy policy](#) has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Manager.

1. Introduction

History of vehicle registration and licensing

All vehicles must be properly and legally taxed, insured and registered before they can be used or kept on public roads. Before a vehicle can be registered, it must have a Vehicle Identification Number (VIN), which in most cases is allocated by the manufacturer. When a vehicle is first registered, it is assigned a registration number which must be displayed on the vehicle's number plate. The registration number usually stays with the vehicle until it is broken up, destroyed, permanently exported or transferred to another vehicle through DVLA's registration number transfer process. Even if a personalised number plate is transferred onto a vehicle, the original registration number remains on DVLA's record to enable certainty of each vehicle's identity.

DVLA is responsible for vehicle registration and licensing on behalf of the Secretary of State for Transport, taking over the responsibility for the registration and licensing of vehicles from local authorities in the early 1970s. The current procedures in place for vehicles which have been rebuilt, kit converted or radically altered from the manufacturer's original specification have remained largely the same since the 1980s and do not take into account vehicles converted to electric.

The rules are intended to help make sure that:

- the details held on the vehicle record and the V5C accurately reflect the vehicle
- vehicles that have been rebuilt and require re-registration (as they are deemed to be a different vehicle) are safe to be used on the public road
- the law is adhered to in relation to Vehicle Excise Duty (VED), vehicle type approval and registration requirements
- there is enough of the original vehicle incorporated in the rebuild for it to retain its original registration number
- potential purchasers are aware that a vehicle may have been extensively rebuilt, damaged, or modified via a rebuilt vehicle administrative marker shown on the V5C and, where appropriate, the allocation of a Q registration number

2. Legislation

The Vehicle Excise and Registration Act 1994 and The Road Vehicles (Registration and Licensing) Regulations 2002 outline the specific obligations of a vehicle keeper and the Secretary of State for Transport regarding vehicle registration, licensing and keeping a vehicle.

The Road Vehicles (Approval) Regulations 2020 and The Motor Cycles Etc. (Single Vehicle Approval) Regulations 2003 outline the requirement for Individual Vehicle Approval (IVA) and Motorcycle Single Vehicle Approval (MSVA) respectively.

The Road Vehicles (Construction and Use) Regulations 1986 cover the design, manufacture, maintenance and use of motor vehicles. These standards need to be met before a vehicle can be registered.

3. Current process

Following consultation with the industry in the 1980s, it was collectively agreed that retaining the original unaltered chassis (in the case of vehicles with a separate chassis) or monocoque bodyshell, plus 2 other major components from the following: engine, transmission, steering assembly, front and back suspension, both axles, would be sufficient for a vehicle to retain its original registration number.

The following table shows the changes that are being made to vehicles and how the rules are applied when DVLA assess these changes.

Vehicle changes made	Current rules used to assess these changes
<p>During restoration, sections of the chassis or monocoque bodyshell (or frame for motorcycles) from the original vehicle are replaced. Customers want the vehicle to retain the original registration number to support the vehicle's historic provenance and retain historic vehicle tax class eligibility.</p>	<p>A vehicle can only retain its registration number where there have been no alterations made to the original chassis or monocoque bodyshell (or frame for motorcycles). Any modifications made to the chassis or monocoque bodyshell (or frame for motorcycles) currently requires the vehicle to be re-registered with a Q registration number.</p>
<p>New vehicles being built using remanufactured components from various sources, including donor vehicles. As the components are remanufactured to an "as new" condition, customers want these to be registered as completely new vehicles with a current registration number.</p>	<p>For these vehicles to be assigned a current registration number, only one reconditioned component (to an "as new" standard) can be used. If more than one reconditioned component is used, a vehicle can only be registered with a Q registration number. However, for kit converted vehicles, providing a minimum of 2 original components from the same donor vehicle are used, the registration number is based on the age of the donor vehicle.</p>
<p>Classic vehicles being built using the chassis or bodyshell (or frame for motorcycles) of a previously unregistered vehicle and major components all more than 25 years old. The relevant expert club inspects the completed vehicle to assess whether it's a true reflection of the make and model.</p>	<p>These vehicles will be assigned a registration number based on the age of the youngest component. Vehicles built using a mixture of new and used components will be assigned a Q registration number.</p>
<p>Vehicles being rebuilt or restored using the original components and a new chassis or monocoque bodyshell (or frame for motorcycles) of the same specification as the original but then altering these to improve or prolong the life of a vehicle.</p>	<p>A replacement chassis or monocoque bodyshell (or frame for motorcycles) modified from the original specification will result in the vehicle being assigned a Q registration number.</p>
<p>Vehicles being converted from internal combustion engine to electric propulsion require the engine and transmission to be removed and modifications to accommodate an electric motor and battery pack. This usually requires the chassis or monocoque bodyshell (or frame for motorcycles) to be drilled or welded.</p>	<p>A vehicle can only retain its registration number where there have been no alterations made to the original chassis or monocoque bodyshell (or frame for motorcycles). Any modifications made to the chassis or monocoque bodyshell (or frame for motorcycles) currently require the vehicle to be re-registered with a Q registration number.</p>

Historic and classic vehicles

The allocation of registration numbers is mostly determined by a vehicle's date of manufacture or date of first registration. The law does not specifically define a vehicle as historic or classic, but a vehicle may be exempt from the payment of VED if it's more than 40 years old and is eligible for the historic vehicle tax class. There are around 1.1 million vehicles in the historic vehicle tax class, of which 600,000 are currently licensed.

A vehicle keeper is legally required to notify DVLA if they've made major changes to their vehicle or if they've built a new vehicle. This requirement is not specific to older vehicles and applies to all vehicles, regardless of age.

Call for evidence questions – historic and classic vehicles

3.1 What do you consider to be a historic or classic vehicle? Please provide evidence and reasons to support your views.

3.2 If you think there should be a separate registration process for historic and classic vehicles, what would be the right process for these vehicles? Please provide evidence and reasons to support your views.

3.3 If you think there should be a series of registration numbers specifically for historic and classic vehicles, how do you imagine this would work? Please provide evidence and reasons to support your views.

3.4 Should there be a new type of safety check in place which takes into account the age of a historic or classic vehicle? If so, please provide evidence and reasons to support your views.

3.5 Should there be a distinction made between restoration, where an existing registered vehicle with an established history is being refurbished, potentially with some new parts, and vehicles constructed as a replica not based on a registered vehicle, but constructed from a collection of old parts? If so, please provide evidence and reasons to support your views.

Reconstructed classic scheme

The reconstructed classic scheme is intended to support the restoration of classic vehicles that have not previously been registered.

To be assigned an age-related registration number, reconstructed classic vehicles must comprise of all genuine period components, all of which must be more than 25 years old and of the same specification as when the original vehicle was manufactured. The appropriate vehicle enthusiasts' club must carry out an inspection of the vehicle and confirm that it is a true reflection of that vehicle's make and model and that it meets the above criteria. The age-related registration number issued will be based on the age of the youngest component used.

Reconstructed classic or replica classic vehicles built to original specifications but using a mixture of new and used components will be issued a Q registration number (or QNI for vehicles registered in Northern Ireland). These vehicles must have Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) from the Driver and Vehicle Standards Agency (DVSA) before they can be registered.

Call for evidence questions – reconstructed classic vehicles

3.6 If you think the current guidance is still relevant, please provide evidence and reasons to support your views.

3.7 What do you think should be the definition of a reconstructed classic vehicle?

Please provide evidence and reasons to support your views.

3.8 If you think it's appropriate to ensure the components used to build a vehicle must be more than 25 years old and within the period the model of vehicle was originally manufactured, please provide evidence and reasons to support your views.

3.9 Do you think the reconstructed classic scheme should be specific to vehicles not previously registered, or should the scheme also apply to already registered vehicles that have been rebuilt or restored? Please provide evidence and reasons to support your views.

3.10 What do you consider to be a replica vehicle as opposed to a reconstructed classic or historic vehicle? Please provide evidence and reasons to support your views.

Rebuilt vehicles

These are vehicles which have been rebuilt to the manufacturer's original specification using new or used parts. There is a fine line between repairing and strengthening weakened parts by replacing them with 'like for like' components and rebuilding a vehicle to such an extent that the vehicle's identity is brought into question.

To keep the original registration number, cars and light vans must use the original, complete and unaltered chassis or monocoque bodyshell or a new chassis or monocoque bodyshell of the same specification as the original (with a receipt from the dealer or manufacturer). The vehicle must also have 2 other major components from the original vehicle: front and back suspension, both axles, transmission, steering assembly or engine. When a new chassis or monocoque bodyshell is used, the original VIN cannot be retained and a DVLA VIN is allocated to the vehicle.

For a motorcycle to keep its original registration number, the frame must be the original and unaltered one or a new frame of the exact same specification as the original (and a DVLA VIN must be allocated to the vehicle). The vehicle must also have 2 other major components from the original vehicle: forks, wheels, engine/gearbox.

Where a second hand or altered (drilled, cut or welded) chassis or monocoque bodyshell or frame is used or not enough components remain from the original vehicle, then the vehicle will need to be re-registered with a DVLA VIN, Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) inspection and a Q registration number.

Call for evidence questions – rebuilt vehicles

3.11 What do you think should be the definition of a rebuilt vehicle? Please provide evidence and reasons to support your views.

3.12 Do you think the current guidance is still relevant? For example, does it take into account emerging technologies and innovation. If so, please provide evidence and reasons to support your views.

3.13 If you think there should be separate rebuilt policies for different vehicle types (motorcycles, cars, vans, etc), please provide evidence and reasons to support your views.

3.14 To what extent should a vehicle be rebuilt before DVLA needs to be informed?
Please provide evidence and reasons to support your views.

3.15 Is putting the main emphasis for assessing a rebuilt vehicle on modifications to the chassis or monocoque bodyshell (or frame for motorcycles) still appropriate? If not, what else should be considered? Please provide evidence and reasons to support your views.

3.16 At what point should a chassis or monocoque bodyshell modification (or frame for motorcycles) affect the identity of a vehicle that has been rebuilt?
Please provide evidence and reasons to support your views.

3.17 If you consider it important for a consumer purchasing a vehicle to know if it's had major rebuild or restoration work done to it, please provide evidence and reasons to support your views.

Restored vehicles

There is currently no separate policy in place for assessing existing vehicles that have been restored. These are currently considered according to the rules for rebuilt vehicles.

Call for evidence questions – restored vehicles

3.18 Do you think restored vehicles should continue to be assessed according to the current policy for rebuilt vehicles or should there be a specific process for assessing restored vehicles? Please provide evidence and reasons to support your views.

3.19 What do you think should be the definition of a restored vehicle? Please provide evidence and reasons to support your views.

3.20 If you think there should be separate policies for different vehicle types (motorcycles, cars, vans, etc), please provide evidence and reasons to support your views.

3.21 At what point should a chassis or monocoque bodyshell modification (or frame for motorcycles) affect the identity of a vehicle that has been restored?
Please provide evidence and reasons to support your views.

3.22 If you consider it important for a consumer purchasing a vehicle to know if it's had major restoration work done to it, please provide evidence and reasons to support your views.

Kit-built and kit converted vehicles

A kit-built vehicle is a completely new vehicle built from a kit of parts supplied by a kit manufacturer.

If all the parts of a kit-built vehicle are supplied new by the manufacturer, the vehicle will be assigned a current registration number if satisfactory receipts and a Certificate of Newness are provided. Kit cars which have been built using no more than one reconditioned major component (for example, engine, axle, gearbox, front suspension) will also be assigned a current registration number if satisfactory evidence is provided that the component has been reconditioned to an 'as new' standard. The vehicle must have Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) from DVSA.

A kit converted vehicle is where a kit of new parts is added to an existing vehicle or old parts are added to a kit of a manufactured body, chassis or monocoque bodyshell. The general appearance of the vehicle will change and result in a different description being put on the V5C. A vehicle will keep the registration number of the original vehicle if the original unaltered chassis or monocoque bodyshell has been used, along with 2 other major components from the original vehicle.

If a new monocoque bodyshell or chassis from a specialist kit manufacturer (or an altered chassis or bodyshell from an existing vehicle) is used with 2 original major components from the donor vehicle, a replacement registration number will be issued based on the age of the donor vehicle. The vehicle must obtain Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) from DVSA. The date of manufacture for the vehicle will be taken from the Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) certificate.

Where insufficient parts from a donor vehicle are used or in cases where the original registration is unknown, Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) will be required to register the vehicle and a Q registration number will be assigned.

Call for evidence questions – kit-built and kit converted vehicles

3.23 If you think the current guidance is still relevant, please provide evidence and reasons to support your views.

3.24 If you think reconditioned or remanufactured components should be considered the same as brand new components, please provide evidence and reasons to support your views.

3.25 Should reconditioned or remanufactured components be assessed to ensure they meet the specifications to be used on a different vehicle from the one they were designed for? If so, please provide evidence and reasons to support your views.

3.26 If you think kit-built vehicles should be registered as new vehicles if they have more than one reconditioned or remanufactured component, please provide evidence and reasons to support your views.

3.27 If you think the V5C should indicate that the vehicle has been built using reconditioned or remanufactured components, please provide evidence and reasons to support your views.

3.28 If you think that it is important for evidence to be provided to show where reconditioned or remanufactured parts are sourced from, please provide evidence and reasons to support your views.

Radically altered vehicles

Radically altered vehicles are defined as vehicles which are substantially changed from their original specification but have not used a kit of parts from a manufacturer or supplier in the alteration. For example, a saloon car that has been cut and stretched into a limousine, or a car which has had the roof removed to be radically altered to a convertible or open top vehicle.

DVLA examines photographs provided by the customer to assess the changes made to the vehicle and the remaining components from the original vehicle are given a numeric value. To keep the original registration number, the vehicle must score 8 or more points. This total **must** include 5 points for the original unaltered or new chassis or monocoque bodyshell. If a new chassis or monocoque bodyshell is used, to qualify for 5 points it must be a direct replacement from the manufacturer.

Components	Points
Original unaltered or new* chassis or monocoque bodyshell	5
Suspension (front & back)	2
Axles (both)	2
Transmission	2
Steering assembly	2
Engine	1

*Direct replacement from the manufacturer

If the vehicle has less than 8 points or a second hand or altered (drilled, cut or welded) chassis or monocoque bodyshell is used, then the vehicle will need to be re-registered with a DVLA VIN, Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) inspection and a Q registration number.

Call for evidence questions – radically altered vehicles

3.29 What do you think should be the definition of a radically altered vehicle and why? Please provide evidence and reasons to support your views.

3.30 If you think the current guidance is still relevant, please provide evidence and reasons to support your views.

3.31 To what extent should a vehicle be radically altered before DVLA needs to be informed? Please provide evidence and reasons to support your views.

3.32 Should the main emphasis for assessing a radically altered vehicle be around modifications to the chassis or monocoque bodyshell (or frame for motorcycles) or should other components also be considered? If so, please provide evidence and reasons to support your views.

Vehicles converted to electric propulsion

The electric conversion process of a vehicle with an internal combustion engine to electric propulsion requires the engine and transmission to be removed and significant modifications to key vehicle control systems, including braking and steering assistance, as well as changes to accommodate an electric motor and battery pack. Installing this equipment to a chassis or monocoque bodyshell (or frame for motorcycles) that it was not designed for usually requires it to be welded or bolted into place.

Currently, existing vehicles that are converted to electric propulsion are considered under the same rules as rebuilt vehicles.

If the vehicle retains its unaltered chassis or monocoque bodyshell (or frame for motorcycles) and there are sufficient original major components remaining, no further action is required.

Where there is evidence of structural modification to the chassis or monocoque bodyshell (or frame for motorcycles) or the vehicle no longer retains enough original major components, the vehicle will need to be re-registered with a DVLA VIN, Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA) inspection and a Q registration number.

Call for evidence questions – vehicles converted to electric propulsion

3.33 If you think there should be a separate, specific policy for assessing vehicles that have been converted to electric, what would that policy or process look like? Please provide evidence and reasons to support your views.

3.34 If you think there should be specific safety tests for vehicles which have been converted to electric, what should these tests involve? Please provide evidence and reasons to support your views.

3.35 At what point should a chassis or monocoque bodyshell modification (or frame for motorcycles) affect the identity of the vehicle that has been converted to electric? Please provide evidence and reasons to support your views.

Q and QNI registration numbers

Q registration numbers (QNI for vehicles registered in Northern Ireland) are a visible indicator that the age or identity of a vehicle is not known or that the vehicle has been modified from its original specification.

Call for evidence questions – Q and QNI registration numbers

3.36 If you consider that a Q registration number should only be assigned to vehicles where the identity is unknown or cannot be determined, please provide evidence and reasons to support your views.

3.37 Currently, any modification to the chassis or monocoque bodyshell (or frame for motorcycles) will result in a Q registration number being assigned to the vehicle. Do you agree with this policy? If not, to what extent do you consider it acceptable for a vehicle to be modified before it's assigned a Q registration number?

Please provide evidence and reasons to support your views.

3.38 If you consider it important for a consumer purchasing a vehicle to know if it's been modified, please provide evidence and reasons to support your views.

3.39 Should historic and classic vehicles that have been rebuilt or restored be assigned an alternative age-related registration number instead of a Q registration number? If so, please provide evidence and reasons to support your views.

The Vehicle Identification Number (VIN)

The law requires that all vehicles used on the road must have a VIN, which is a unique number associated to each individual vehicle. A VIN is composed of 17 characters that serve as a “fingerprint” for the vehicle as no 2 vehicles should have the same VIN. A VIN displays a vehicle's unique features, specifications, and manufacturer and can be used to track recalls, registrations, warranty claims, thefts, and insurance coverage. The VIN also supports the prevention of vehicle crime such as cloning.

The format of the VIN was standardised in 1981 and is used worldwide. Before this, there was no accepted standard for VINs, so different manufacturers used different formats and located them on various areas of the vehicle. Before the standardised VIN, vehicles would have had either a chassis number or a frame number.

VIN allocated by DVLA

There are various scenarios where a DVLA VIN is allocated to enable a vehicle to be registered, these include:

- kit-built and reconstructed classic vehicles that do not have a VIN
- vehicles built in the early 1900s where a VIN was not allocated at the time of manufacture
- vehicles where the chassis or monocoque bodyshell (or frame for motorcycles) has been replaced or the VIN has been removed
- vehicles where the chassis or monocoque bodyshell (or frame for motorcycles) has been modified to allow the vehicle to be re-registered

- multiple vehicles displaying the same VIN where, following investigations, a DVLA VIN is allocated to enable another vehicle to be registered

DVLA issues a VIN and an authorisation letter to enable the VIN to be stamped into the vehicle by a garage or motor dealer that provides the service. This allows a vehicle to undergo Individual Vehicle Approval (IVA) or Motorcycle Single Vehicle Approval (MSVA).

Call for evidence questions – allocation of DVLA VIN

3.40 In what circumstances do you think DVLA should allocate a VIN? Please provide evidence and reasons to support your views.

3.41 A VIN is a unique identifier for a vehicle and is used by DVLA when assessing a vehicle's originality and identity. This is done by checking archives and obtaining information from experts in the field. Where the original VIN is no longer present, how could DVLA authenticate a vehicle's identity and originality instead of allocating a DVLA VIN? Please provide evidence and reasons to support your views.

3.42 If you are a vehicle manufacturer, would you have concerns about the original VIN being retained or restamped on the vehicle, where the manufacturer has not approved the changes to the vehicle? Please provide evidence and reasons to support your views.

3.43 We currently allocate a DVLA VIN where a chassis or monocoque bodyshell (or frame for motorcycles) has been replaced or modified. Modern vehicles have the VIN hard-coded into electronic control units and potentially stamped or engraved on other components. In these instances, do think you a DVLA VIN is still relevant? Please provide evidence and reasons to support your views.

4. What other countries do

We have sought the views of other registration authorities to understand what they do when registering historic and rebuilt vehicles.

Of those that responded, the majority had a separate scheme for the registration of historic vehicles, which tended to be for vehicles more than 30 years old. While some countries apply restrictions, for example limiting the use of a vehicle, the majority require vehicles to retain their original appearance, construction, or technical specifications and to have some form of safety check.

In relation to vehicles that have been rebuilt, in the main, other countries placed some emphasis on the retention of original components, for example the chassis or monocoque bodyshell. The majority also required some form of inspection or safety check where a vehicle has been rebuilt. All agreed that the VIN was the main source of identification.

Call for evidence questions – what other countries do

4.1 Do you think there is any best practice from other countries that could be implemented here? Please provide evidence and reasons to support your views.

5. Establishing independent advisory groups

DVLA has been asked by members of the Historic Vehicle User Group, which includes representatives from across the sector, to consider the possibility of setting up advisory groups as a way of improving our processes for dealing with historic vehicles. The advisory groups would be made up of representatives from across the historic vehicle industry as well as other interested third parties where appropriate.

Advisory groups could provide independent advice as well as constructive and considered challenge to the policies on the registration of certain historic vehicles. Their role would be to offer advice on some of the complex and often disputed applications DVLA receives for rebuilt and radically altered vehicles. In these instances, the final registration decision would remain with DVLA, acting on behalf of the Secretary of State for Transport.

Call for evidence questions – independent advisory groups

5.1 Do you think that DVLA should explore the option of setting up independent advisory groups to support the registration process for historic vehicles? Please provide evidence and reasons to support your views.

Additional question

5.2 If you wish to put forward any evidence, suggestions or ideas not already mentioned around the registration processes, please provide your thoughts around how these might work.

