



Driver & Vehicle
Licensing
Agency

Driver and Vehicle Licensing Agency Call for Evidence

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

Call for evidence –
Response form

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



© Crown copyright 2024

This publication is licensed under the terms of the
Open Government Licence v3.0 except where otherwise stated.
To view this licence, visit [nationalarchives.gov.uk/doc/open-government-
licence/version/3](https://nationalarchives.gov.uk/doc/open-government-licence/version/3) or write to the Information
Policy Team, The National Archives, Kew, London TW9 4DU,
or email: psi@nationalarchives.gov.uk
Where we have identified any third party copyright information you will need
to obtain permission from the copyright holders concerned.

This call for evidence (CFE) is to seek experience, views and research from those with relevant evidence to help the Driver and Vehicle Licensing Agency (DVLA) to identify areas where policy or legislative changes may be able to improve vehicle registration processes.



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.

Personal and organisational details

1) Are you responding as an individual or as an organisation?

2) Personal and organisational details**

Name:

Organisation name (if applicable):

Email address:

**Please note that your personal and organisation details are only used to authenticate a response and DVLA will not use these details to contact you about any response provided.

3) How large is your organisation?

- 10 people or less
- Between 11 and 50 people
- Between 51 and 100 people
- Between 101 and 150 people
- More than 150 people

4) What is your profession and/or what type of work is your organisation engaged in?

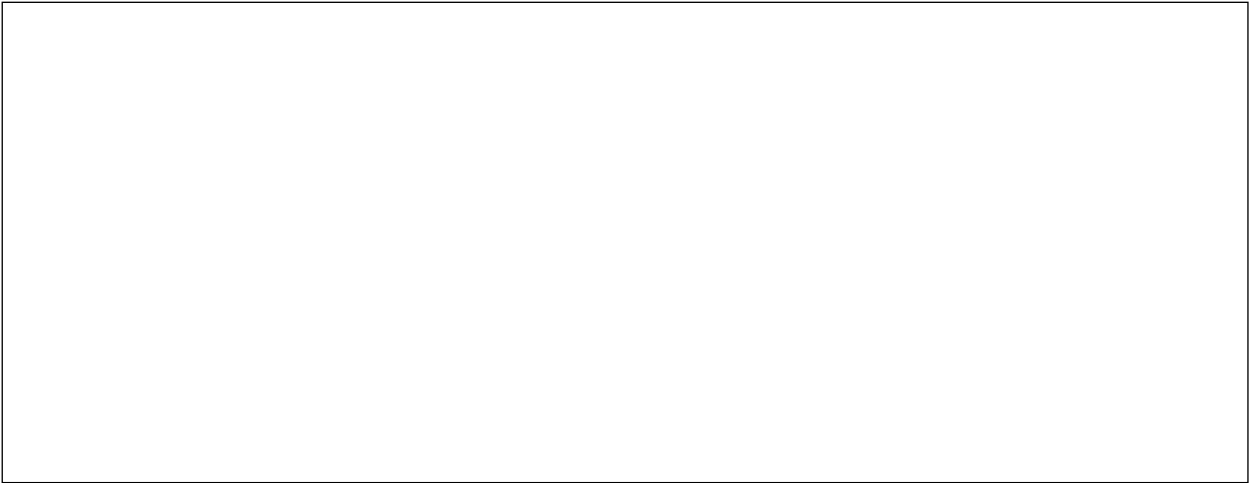
Call for evidence questions

Section 3 – historic and classic vehicles

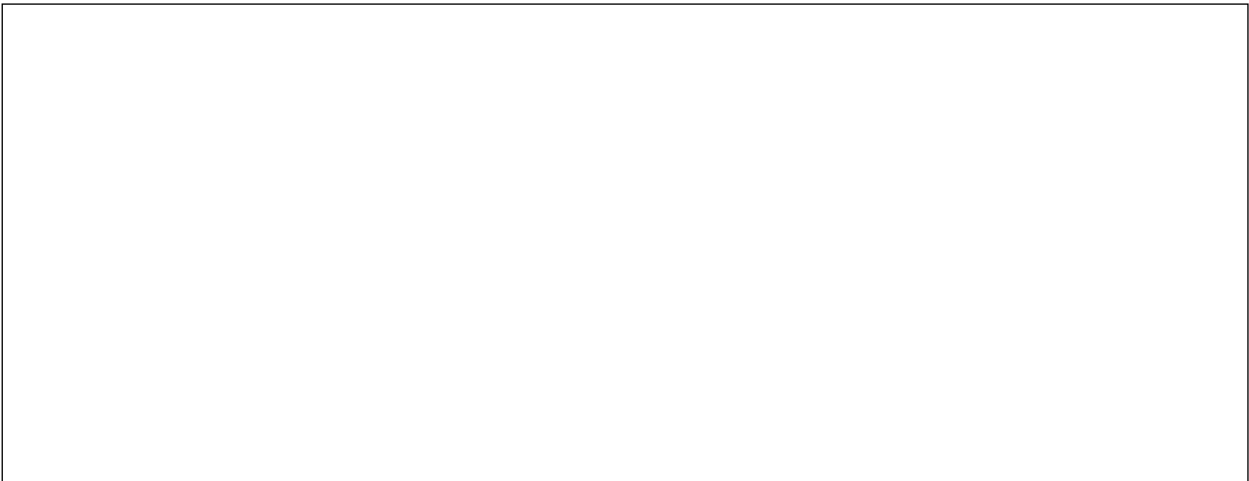
3.1 What do you consider to be a historic or classic vehicle? Please provide evidence and reasons to support your views.

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.

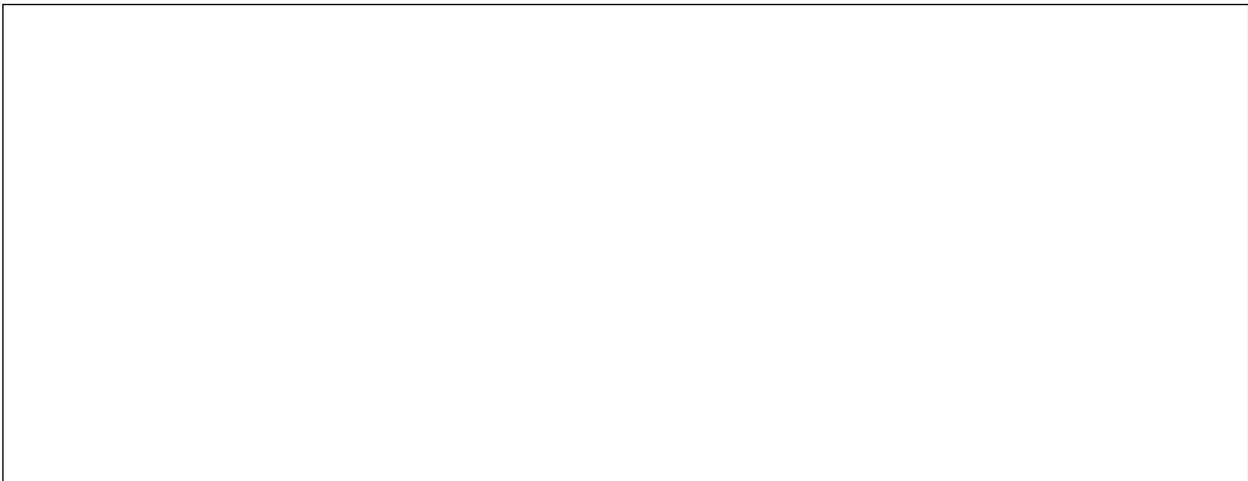


3.5 Should there be a distinction made between restoration, where an existing registered vehicle with an established history is being refurbished, potentially with some new parts, and vehicles constructed as a replica not based on a registered vehicle, but constructed from a collection of old parts?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



Section 3 – reconstructed classic vehicles

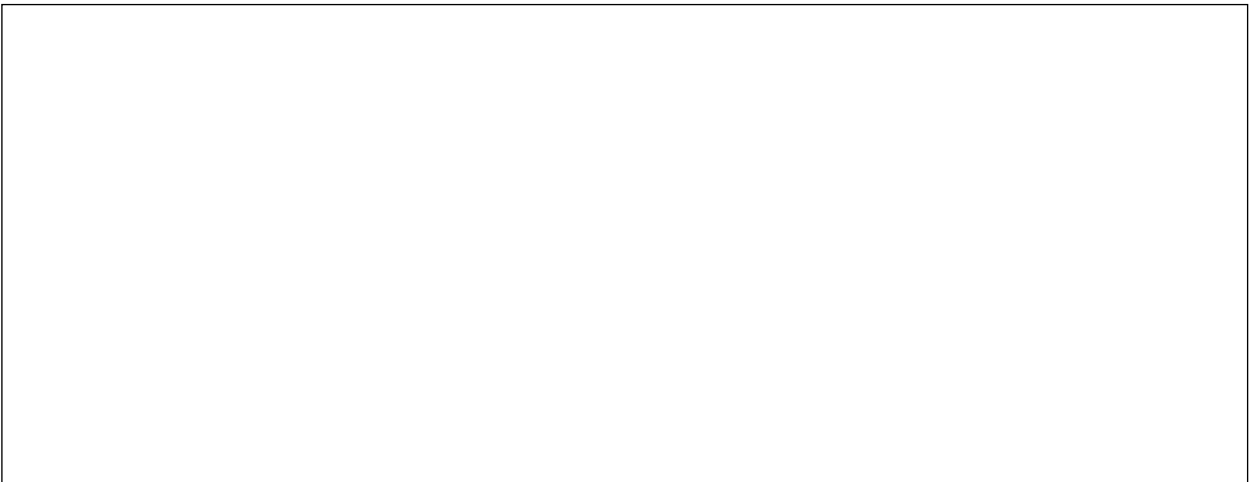
3.6 If you think that the current guidance is still relevant, please provide evidence and reasons to support your views.



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?

- Specific to vehicles not previously registered
- Also apply to already registered vehicles that have been rebuilt or restored
- Not sure

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.

Section 3 – 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.

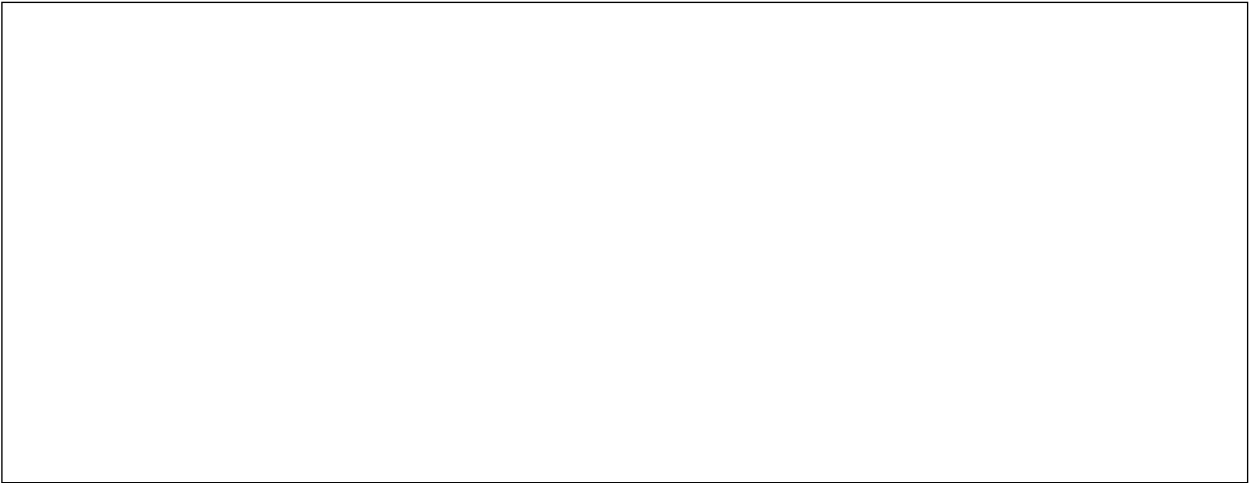
3.14 To what extent should a vehicle be rebuilt before DVLA needs to be informed?
Please provide evidence and reasons to support your views.

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?

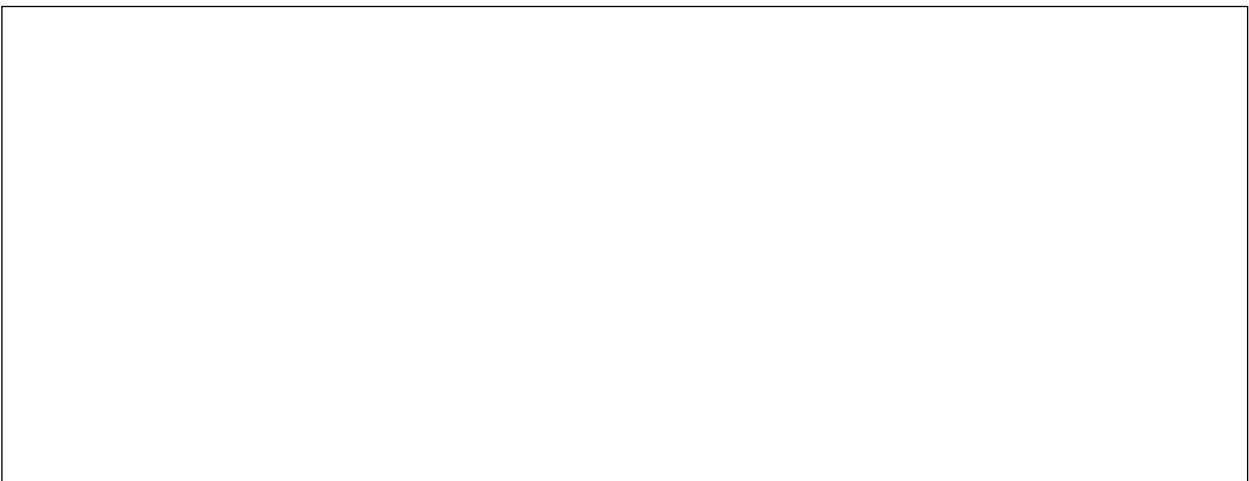
- Yes
- No
- Not sure

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.



Section 3 – restored vehicles

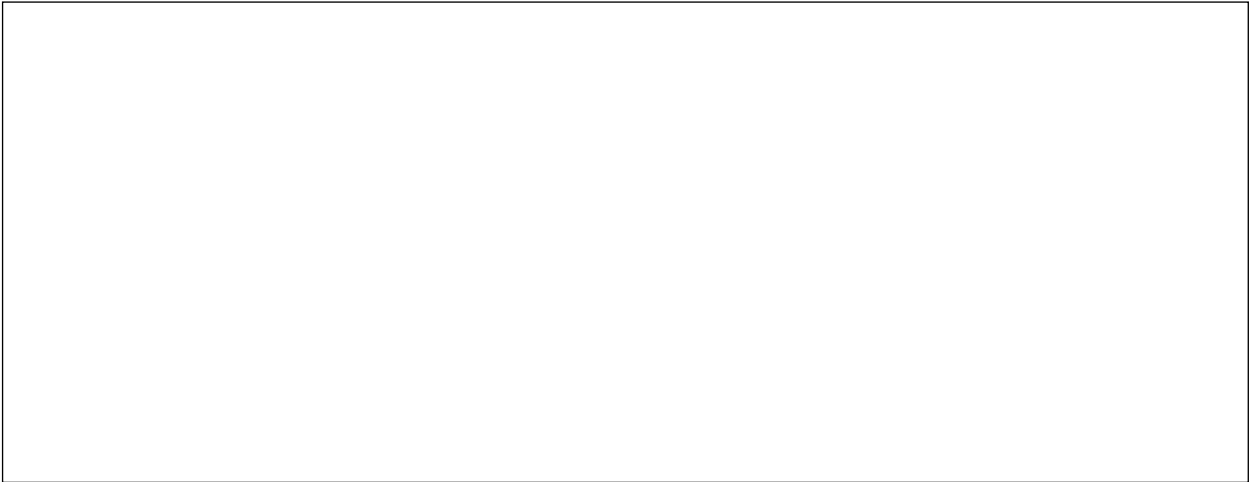
3.18 Do you think restored vehicles should continue to be assessed according to the current policy for rebuilt vehicles or should there be a specific process for assessing restored vehicles?

- Continue to be assessed according to the current policy for rebuilt vehicles
- There should be a specific process for assessing restored vehicles
- Not sure

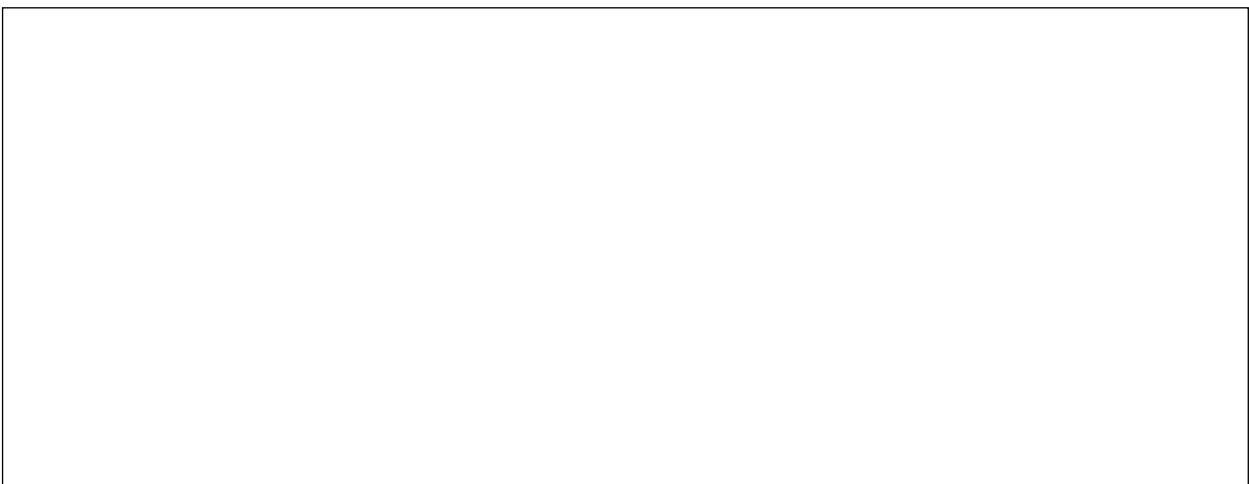
Please provide evidence and reasons to support your views.

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.

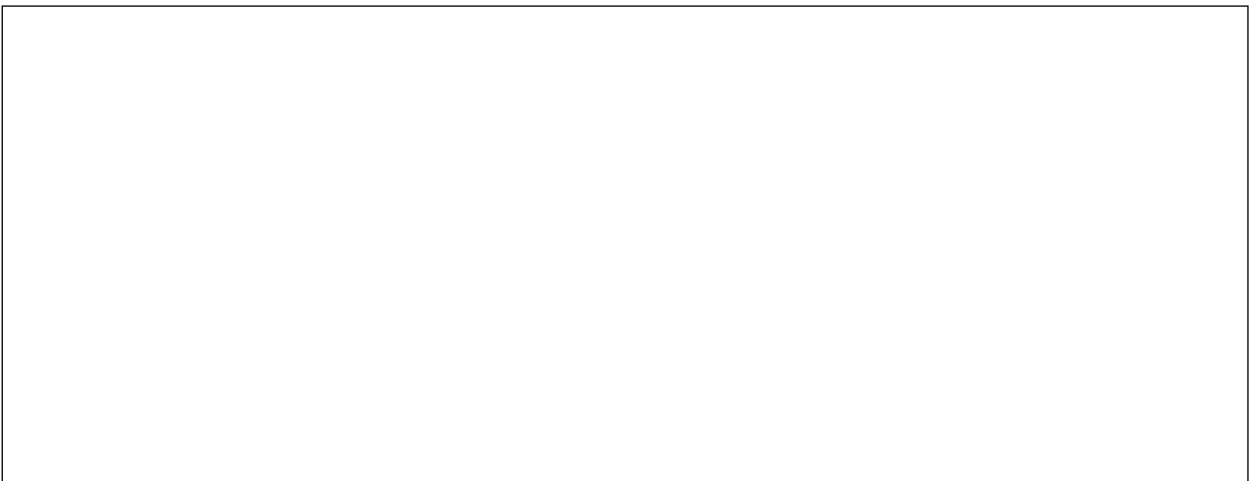
Section 3 – kit-built and kit converted vehicles

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.



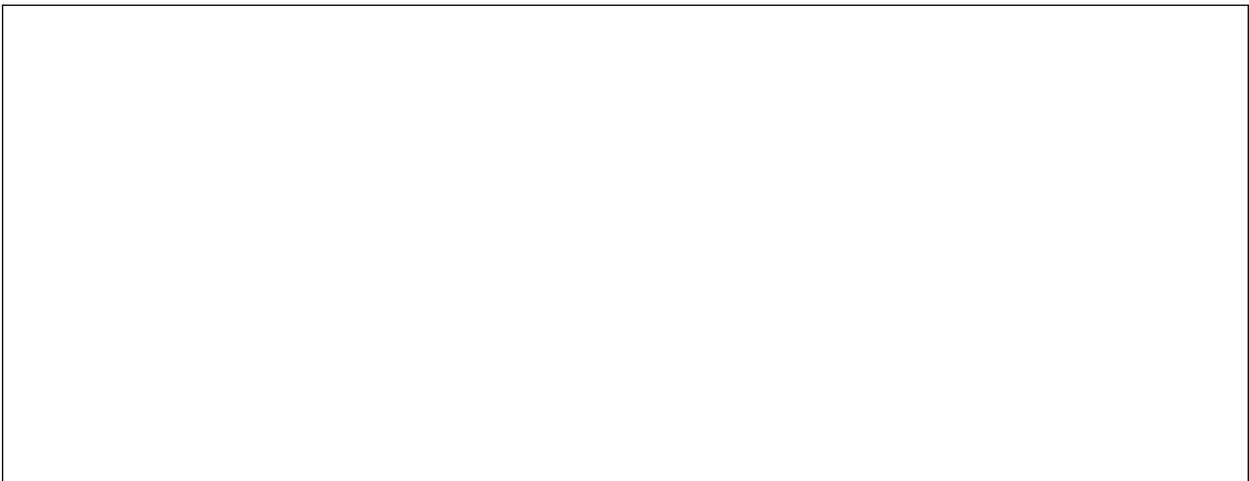
3.25 Should reconditioned or remanufactured components be assessed to ensure they meet the specifications to be used on a different vehicle from the one they were designed for? If so, please provide evidence and reasons to support your views.



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.

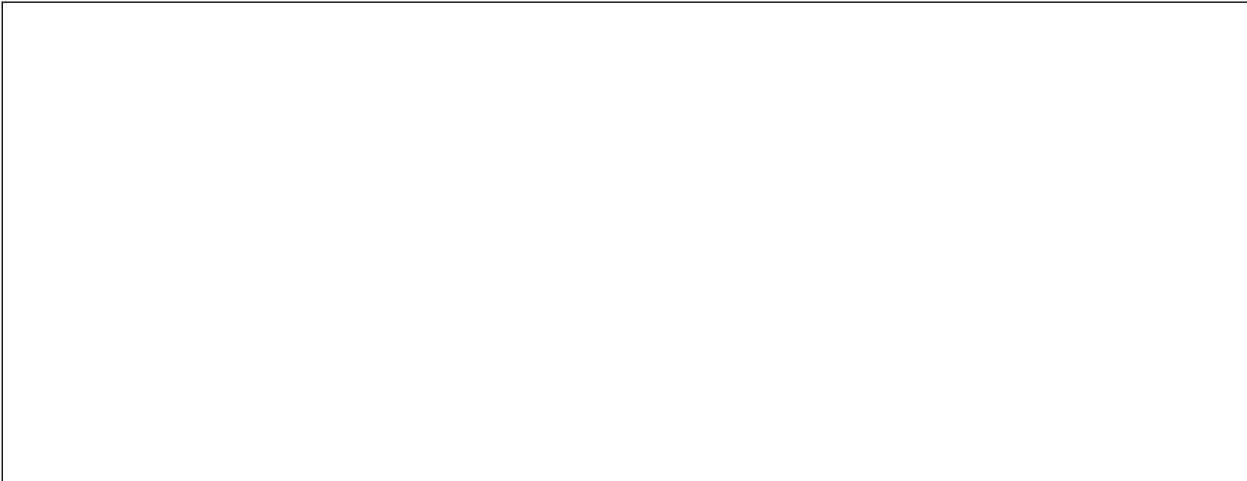


3.28 If you think that it is important for evidence to be provided to show where reconditioned or remanufactured parts are sourced from, please provide evidence and reasons to support your views.

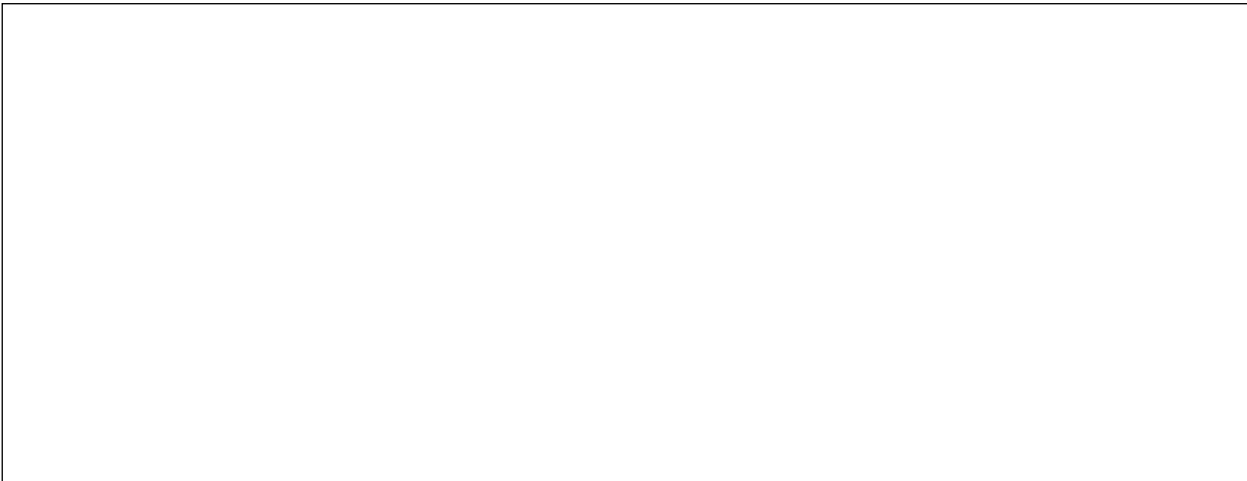
Section 3 – radically altered vehicles

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.



Section 3 – 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.

Section 3 – 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 (or frame for motorcycles) will result in a Q registration number being assigned to the vehicle. Do you agree with this policy?

Yes

No

Not sure

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.

Section 3 – allocation of a 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?

- Yes
- No
- Not sure

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 you think a DVLA VIN is still relevant?

- Yes
- No
- Not sure

Please provide evidence and reasons to support your views.

Section 4 – what other countries do

4.1 Do you think there is any best practice from other countries that could be implemented here?

- Yes
- No
- Not sure

Please provide evidence and reasons to support your views.

Section 5 – 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?

- Yes
- No
- Not sure

Please provide evidence and reasons to support your views.

Section 5 – 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.

