

## **Minutes of the second meeting of the Working Group on Motor Vehicles established under the Trade and Cooperation Agreement (TCA) between the European Union and the United Kingdom of Great Britain and Northern Ireland on 12 June 2025 in London**

The second meeting of the working group on motor vehicles was held on 12 June in London. The EU side was represented by different services of the Commission, led by DG Industry, Internal Market, SMEs and Entrepreneurship (DG GROW), and several Member States followed the discussion online. The UK side was represented by different departments of the UK Government, led by the Department for Transport (DFT), also attending were representatives from the UK devolved governments.

The objective of the meeting was to exchange information on the regulatory work and developments in the EU and the UK.

### **1. Introduction**

The UK co-chair introduced the meeting noting the commitment to deeper cooperation expressed in the joint statement following the recent EU-UK Summit, and both co-chairs agreed on the importance of addressing and avoiding technical barriers to trade. Both sides agreed to adopt the agenda as published.

### **2. EU Automotive Strategy**

The EU side outlined the five pillars of the EU automotive action plan and that the one concerning boosting market access and a level playing field would include a review, and potential simplification, of the type-approval framework for motor vehicles.

The UK side outlined the recent amendments to the Zero Emission Vehicle Mandate, and that the 2035 phase out date remained in place, but there would be additional flexibility to transfer credits between the car and van schemes. In addition, the scheme would continue to use the Euro 6d CO<sub>2</sub> utility factor for plug-in hybrid vehicles, and there would be a consultation on options for heavy-duty vehicles in due course.

The EU side noted that the UK's next steps for the implementation of its Automated Vehicles Act includes consultations on the prevention of misleading marketing and the safety principles for the use of automated vehicles, and that the UK's aims to align with United Nations Economic Commission for Europe (UNECE) requirements for automated vehicles.

### **3. Updates on respective regulatory activities**

The UK side provided an update on its approach to updating the GB type-approval scheme, and that the primary focus continues to be harmonisation using UNECE Regulations. For those areas where EU requirements currently apply there would be further engagement with stakeholders to determine how barriers caused by divergence might best be addressed.

The UK set out the recent update to the requirements for eCall systems, which were to address the switch-off of 2/3G mobile networks and included the option for manufacturers to use EU component approvals.

The UK side outlined the remaining timeline for the full implementation of the GB scheme, including the plan for the designation of technical services.

The UK set out its approach to implementing electronic Certificates of Conformity, and its participation in the Association of European Vehicle and Driver Registration Authorities was expected to help deliver a harmonised solution.

The UK side provided an overview of the next steps for the implementation of Euro 6e and 7 under the GB scheme. A consultation on the requirements for 6e would be published as soon as possible, and a consultation on implementing Euro 7 was expected later in the year as the options for it remain in development.

Both sides exchanged updates on the implementation of UN Regulations on cyber security and software updates. The UK explained that it had consulted on mandating them for M and N category vehicles, and that a full consultation outcome would be published soon. The EU side said it expected shortly to finalise its proposal to implement the requirements for L category vehicles.

The EU side set out its planned and potential amendments to the EU type-approval scheme. These included updates to improve access to vehicle repair and maintenance information to enable independent repairers to repair electric vehicle batteries, options to amend the EU individual approval scheme to ensure it is fit for purpose, as well simplifying the replacement of electric vehicle batteries.

#### **4. United Nations Economic Commission for Europe/Working Party 29**

The EU and UK sides exchanged views on their priorities for work under the UNECE/WP29 process and recognised the shared goals of setting harmonised requirements for automated vehicles as well as those for Euro 7. Both agreed to continue their positive collaboration on these subjects as part of that process.

#### **5. Products with new technologies**

Both sides agreed that there were no updates to provide with regard to applications from manufacturers for new technologies.

#### **6. Forward look of potential future items**

The UK and EU sides shared their views on indicative items for future working groups, and noted the progress of the EU's implementation of the Critical Raw Materials Act, as well as requirements for vehicle circularity including their recyclability, and that automated technologies would likely feature as well.

## **7. Any other business**

None raised.

The two co-chairs agreed to report to the Specialised Committee on Technical Barriers to Trade.

## **Annex 1 – Participants of the second meeting of the Working Group on Motor Vehicles established under the EU UK TCA**

### **UK Delegation**

- UK Co-chair of the Working Group on Motor Vehicles
- UK Government Officials from DFT, VCA, DBT
- UK Government Official from the UK Mission to the European Union

### **EU Delegation**

- EU Co-chair of the Working Group on Motor Vehicles
- EU Officials from GROW, CLIMA, TRADE, SG
- EU Member States

## **Annex 2 – Agenda**

### **The first meeting of the Working Group on Motor Vehicles and Parts**

**Established under the Trade and Cooperation Agreement between the European Union and the  
United Kingdom of Great Britain and Northern Ireland**

**Meeting on 16 May 2024, 2pm-5pm**

**Brussels, Breydel - Floor 011 Room 183**

#### **AGENDA**

- 1 Adoption of the Agenda
- 2 Updates on respective regulatory activities
- 3 UNECE/WP29
- Break
- 4 Products with new technologies
- 5 Market surveillance
- 6 Forward look of potential future items
- 7 AOB

**Annex 3 - Rules agreed at the level of the secretariat to the Partnership Council, see Section 1**

[https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L\\_202302193](https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202302193)