



Department for Transport

From the Parliamentary
Under Secretary of State
Lilian Greenwood MP

Great Minster House
33 Horseferry Road
London
SW1P 4DR

Tel: xxxxxxxxxx
E-Mail: xxxxxxxx@dft.gov.uk

Web site: www.gov.uk/dft

Mr Mike Hawes,
SMMT,
71 Great Peter Street,
London
SW1P 2BN

25 June 2025

Dear Mike,

I am writing about the concerns that the business community has raised with the Department on the GB vehicle type approval scheme.

Type approval is essential to deliver a consistent level playing field for vehicles entering the market, ensuring that they are safe, clean and secure. The GB approval scheme puts effective enforcement measures in place for vehicles being placed on the GB market, giving our approval authority oversight of the manufacturer's operations and providing reassurance that measures are being taken to ensure vehicles are compliant.

It is also important that dealers and consumers in NI are not restricted in their choice of vehicle brands and models and have the same choice as their counterparts in the rest of the UK. This Government is committed to meeting our obligations under the Windsor Framework relating to the approval of vehicles for the market in Northern Ireland (NI), noting that EU approvals are required in NI to avoid a hard border between Northern Ireland and Ireland.

I recognise manufacturers and dealerships still have concerns about future divergence between the GB and NI type approval regimes, and that getting the relationship between the GB and EU schemes right is critical to solving these. Our core objective is to ensure that manufacturers can dual-approve vehicles to both schemes on the basis of a single set of tests.

The Department has focused on developing the GB scheme through the application of harmonised international regulations developed in the UNECE, where the UK is taking an increasingly active role in shaping discussions. This ensures a collaborative approach to developing regulations between the UK, EU Member States, the European Commission, and other countries to ensure our respective regulatory regimes remain aligned.

Taking this approach means that, for most technical subjects, the GB and EU schemes are fully aligned. The UK's Vehicle Certification Agency (VCA) accepts UN approvals issued by EU approval authorities and UN approvals issued by the VCA are accepted in the EU. Recent examples of UN regulations added to the GB scheme include the application of UN Regulations 145 on ISO-fix child restraint anchorages and 157 on Automated Lane Keeping systems. The GB scheme is being regularly updated to take new UN Regulations into account as they are adopted.

UN Regulations do not cover all subjects and I recognise the benefits of also maintaining harmonisation in these areas for manufacturers operating within the broader European market. Since the GB scheme was derived from EU regulations, it makes sense to consider updates made to the equivalent EU requirements positively.

To that end, the Department will continue to monitor regulatory activity in the EU and adopt **an explicit presumption in favour of alignment** in the GB scheme, aiming to minimise the administrative burden for manufacturers. This process will continue to require statutory instruments to be laid in parliament to update GB regulations. However, my officials will engage early with you and your members when changes are made to the EU's scheme to keep any lag to a minimum.

The most recent updates to the GB Scheme demonstrate this approach, maintaining alignment on the latest Emergency Call (eCall) standards, as well as test procedures for windscreen washers and demisters. Other activities in progress to remove misalignment in requirements between the two schemes include:

- Launching a consultation later this year on **proposals to mandate Euro 6e-bis**;
- Inclusion of **UN Regulations 155 and 156** on software updates and cyber security;
- Exploring options for updates to **require fitment of the safety technologies** set out in the EU's General Safety Regulation.

In addition to aligning the regulatory requirements, the Department continues to take further actions to minimise burdens associated with gaining approvals to both schemes. As part of the latest updates to the scheme, the **VCA will begin accepting EU approvals for eCall components and the Department plans to extend this approach to other components not covered by UN Regulations** such as spray suppression devices.

My intention is that this approach will ensure industry has greater certainty regarding the future development of the GB type approval scheme, giving you the confidence needed to design products that can be sold throughout the UK.

In parallel, I welcome your support in urging your members to ensure vehicles are approved, marked, and have the correct documentation for both GB and NI. The Department is open to discussing how the current system is working with manufacturers and what more can be done to support them to sell into both markets.

Finally, as you know, by February 2026 all passenger and goods vehicles sold in GB will need a GB approval. I am keen that we step up our collective efforts to ensure that, if they have not already done so, manufacturers urgently contact the Vehicle Certification Agency to make the necessary arrangements.

I have shared the contents of this letter with both the Department for Business and Trade and the Northern Ireland Office who are both supportive of the details I have set out above.

Best wishes,

A handwritten signature in blue ink, appearing to read 'Lilian', with a long horizontal flourish extending to the right.

LILIAN GREENWOOD MP

MINISTER FOR THE FUTURE OF ROADS