

Minutes of the first meeting of the Working Group on Motor Vehicles and Parts established under the Trade and Cooperation Agreement (TCA) between the European Union and the United Kingdom of Great Britain and Northern Ireland on 16 May 2024 in Brussels

The first meeting of the Working Group on Motor Vehicles and Parts was held on 16 May 2024 in Brussels. 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 co-chairs agreed on the rules of procedure based on the model rules agreed at the level of the secretariat to the Partnership Council.

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

The EU side noted that the UK's requirements continue to closely reflect those applicable to the EU type approval and that the UK closely shares the principles on the EU industrial policy and twin transition.

The UK presented the new GB type approval scheme that applies to new vehicle types of certain vehicle categories from February 2024. The UK explained that the structure follows Regulation (EU) 2018/858 and technical requirements based on those in force in the EU at end of 2020. One of the most recent updates applicable to the GB type approval is the recognition of Euro 6e approvals based on UN regulations.

The UK also clarified that their preferred way of regulating would be through the application UNECE Regulations. The UK discussed regulatory approaches in low-risk areas and potential acceptance of alternative national standards where international standards are not suitable or available. The UK intends to introduce GB-specific rules only where necessary.

The EU side provided updates on the EU regulatory work and plans in relation to automation, electric vehicles, cyber security (i.e. with respect to motor vehicles and L-category vehicles), general safety regulation, end-of-life vehicles, market surveillance, Euro 7 implementation and CO2 regulation, including heavy duty vehicles.

The UK clarified that they intend to introduce electronic certificates of conformity (eCOC) by 2026, similarly to the EU, as the legislation that set up the GB type-approval scheme obliges them to do so.

With respect to the recent e-Call update, the UK informed that they had not taken any decision with respect to the switch-off of 2G/3G networks and that work is ongoing regarding the issue of legacy fleets.

With respect to Euro 7, where the EU informed about the legislative implementation timeline over the next year, the UK explained that they share the objectives on non-exhaust emissions (e.g. on tyre abrasion, brake wear and in-vehicle battery durability). The UK informed that they also intend to accept Euro 7 test reports, however they will mandate only Euro 6e tailpipe emission requirements for light-duty vehicles.

On CO₂, the UK clarified that they have not implemented the latest EU amendments relating to the determination of CO₂ emissions for heavy duty vehicles, and they are still reflecting on how to make progress on this in UNECE.

Both sides noted that some regulatory divergence between the EU and the UK had already occurred in the area of emissions standards and that any potential areas of future divergence should continue to be discussed to minimise market access issues.

Both sides noted there were no specific market access issues identified for the time being.

The UK set out its process for issuing exemptions for new technologies under the GB approval schemes.

Both sides set out their respective market surveillance activities, and in the case of the EU the compliance verification carried out by the Commission.

The UK provided an update on its plans for regulating low speed zero emission vehicles (e.g. e-scooters).

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

Both sides agreed that the next meeting of the working group will be hosted by the UK in 2025.

Annex 1 – Participants of the first meeting of the Working Group on Motor Vehicles and Parts established under the EU UK TCA

UK Delegation

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

EU Delegation

- EU Co-chair of the Working Group on Motor Vehicles and Parts
- 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, 14h-17h

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 I

https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=OJ:L_202302193