

Mandating vehicle safety technologies in GB type approval

Introduction

Thank you for responding to this consultation on proposing that manufacturers seeking GB type approval for mass-produced vehicles be required to equip them with a series of safety technologies.

Closing date is 11 May 2026.

Accessibility statement

Read our [accessibility statement for SmartSurvey forms \[opens in a new window\]](#).

Data protection regulations

The Department for Transport (DfT) is running this consultation on proposing that manufacturers seeking GB type approval for mass-produced vehicles be required to equip them with a series of safety technologies.

View our [DfT online form and survey privacy notice \[opens in a new window\]](#) for more information on how your personal data is processed in relation to this survey.

Although we are not asking for sensitive personal data, any that is provided in response to this consultation will be processed under article 9.2.g, substantial public interest, with reference to the Data Protection Act Schedule 1 Part 2 Section 8 for the purpose of equality of opportunity or treatment.

Do not include personal information in your responses unless specifically requested.

Your information

1. What is your name?

2. What is your email address?

3. Are you responding on behalf of an organisation?

Yes

No (Go to 'Consultation description')

Organisation details

4. What is the name of your organisation?

Road Safety GB

5. How many people work for your organisation?

- 1 to 49 employees
- 50 to 249 employees
- 250 to 449 employees
- 450 to 1,000 employees
- Above 1,000 employees:

6. How would you describe your organisation?

- Vehicle manufacturer
- Automotive supplier
- Road safety and advocacy group
- Insurance group
- Motoring organisation
- Consumer group
- Government
- Public bodies organisation
- Another organisation:

Consultation description

We are proposing that manufacturers seeking [GB type approval \[opens is in a new window\]](#) for mass-produced vehicles be required to equip them with a series of safety technologies and are asking for your views on these proposals. We are also seeking views on requirements that may be necessary to ensure the vehicle safety technologies are retained and maintained following type approval and registration.

These changes are necessary to:

- enhance vehicle safety, reduce the number of vehicle collisions and improve casualty outcomes on GB roads
- bring closer alignment of safety standards across the UK (between GB and Northern Ireland), avoiding differing vehicle specifications and their associated cost implications for UK consumers
- decrease trade burdens by harmonising technical requirements for safety measures with those of the European Union (EU) and broader international market
- contribute to the UK economic growth by supporting the automotive sector, reducing the economic costs of road collisions, and encouraging UK automotive business to remain innovative

We intend to:

- introduce the mandatory fitting of 18 vehicle safety technologies for specific vehicle categories produced in unlimited series under the GB type approval scheme
- outline the transitional arrangements for new vehicle types and their registrations

We are not planning at this time to mandate these technologies for vehicles approved to the medium, small or individual approval schemes nor for special purpose vehicles (SPVs). Businesses classified as micro, small and medium-sized enterprises that produce low volume of vehicles, will be exempt from this proposal. These companies typically use the GB medium, small or individual vehicle type approval schemes, which provide an approval route which is more appropriate for vehicles produced in smaller numbers.

[Full details of our proposals are given in our consultation document.](#)

Vehicle safety technologies

Improvements in vehicle safety play a critical role in decreasing injuries and fatalities on UK roads. Human error, such as distracted driving and excessive speed, continues to contribute to road traffic collisions. Vehicle safety technologies are well-positioned to improve road safety and reduce the occurrence of traffic collisions by offering driver assistance and addressing common causes of human error.

These technologies include active safety measures aimed at collision prevention, passive safety measures intended to minimise injury severity in collisions, and driver information systems such as detection of vulnerable road users around vehicles. Integrating active and passive safety systems helps address common factors in road traffic collisions, such as distraction, fatigue and driver error and aims to make roads safer for all users.

A range of specific technologies set out in [Table 1 of the consultation document \[opens in a new window\]](#) are being considered for inclusion in GB type approval. Some of these technologies are already present in many vehicle models available in the UK market. This is primarily attributable to the influence of the [European New Car Assessment Programme \(Euro NCAP\) \[opens in a new window\]](#), which has motivated manufacturers to exceed legislative requirements by equipping vehicles with innovative safety features, as well as by EU regulations that mandate such technologies under its type approval framework.

While manufacturers may pursue approval for EU technologies or install them to achieve high Euro NCAP ratings, it remains possible that certain new vehicles will not be equipped with the safety features. Mandating the proposed vehicle safety technologies in GB type approval would ensure widespread implementation of road safety improvements, and better protect passengers, pedestrians, and cyclists throughout the UK, potentially preventing over 758,000 collisions and 65,000 casualties over a 15-year period.

[Full details of the vehicle safety technologies are given in our consultation document \[opens in a new window\]](#).

7. Do you support or oppose mandating these vehicle safety technologies in GB type approval?

	Support	Oppose	Neither support nor oppose	Don't know
Advanced distraction warning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blind spot information systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drowsiness and attention warning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Direct vision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for cyclists	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for pedestrians	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for vehicles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Event data recorder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency lane keeping system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency stop signal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frontal full-width impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frontal off-set impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intelligent speed assistance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Moving off information system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pole side impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Support	Oppose	Neither support nor oppose	Don't know
Pedestrian windscreen impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reversing motion awareness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tyre pressure monitoring system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Why?

Road Safety GB, as a signatory to the PACTS Manifesto, supports the adoption of Advanced Vehicle Safety Regulations, recognising these technologies as vital to reducing deaths and serious injuries.

Research presented through the PACTS Vaccine for Vehicles briefing shows that advanced safety technologies have the potential to prevent large numbers of deaths and serious injuries and represent some of the most effective interventions since seat belts. These systems are particularly valuable for protecting vulnerable road users, who account for a significant proportion of casualties in Great Britain.

Alcohol interlock installation facilitation

Alcohol interlock installation facilitation (AIIF) technology makes it easier to install aftermarket alcohol interlocks, a breathalyser-style device that keeps a vehicle from starting if the driver's breath alcohol level is above a certain threshold. It does not require the installation of such interlocks, nor does its absence prevent an interlock from being added later. If casualty reductions from AIIF are to be achieved, there would need to be a program for installing alcohol interlocks, such as those used in rehabilitation or required by court orders in GB.

We are not proposing mandating AIIF at this time. New powers under primary legislation to introduce AIIF have only been identified recently, and further evaluation is needed before a decision can be made.

Given that [DfT research \[opens in a new window\]](#) indicates that AIIF is expected to deliver relatively minor safety gains compared to the broader safety technology package, and to avoid delays and maximise overall safety improvements, it is recommended that regulations be changed at this time to mandate all safety technologies except AIIF. Manufacturers are still encouraged to fit AIIF voluntarily.

[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

8. Do you agree or disagree with our proposal not to mandate AIIF technology at this time?

- Agree (Go to 'Suggested approach')
- Disagree
- Neither agree nor disagree (Go to 'Suggested approach')
- Don't know (Go to 'Suggested approach')

9. Provide your reasons for disagreeing not to mandate AIIF at this time.

Road Safety GB recognises the importance of addressing drink driving as part of a wider effort to reduce road deaths and serious injuries. However, decisions on alcohol interlock requirements sit outside the professional scope and remit of Road Safety GB. In such areas, it is appropriate for the responsible authorities to lead policy development and technical regulation.

Although this matter extends beyond our direct expertise, Road Safety GB would welcome the inclusion of all elements of the General Safety Regulations in order to maximise the Government's ability to achieve its casualty reduction ambition. Advanced safety measures, whether relating to driver behaviour, vehicle technology or system design, are consistent with a Safe System approach and complement our wider work to reduce harm on the roads.

Public support for stronger interventions to tackle high-risk behaviours such as repeat drink driving is well established, and Road Safety GB encourages continued government engagement with all relevant stakeholders as part of the policy development process.

Suggested approach

The GB type approval scheme applies to manufacturers looking to market or register whole vehicles and components in Great Britain. Manufacturers must demonstrate compliance with all system and component approvals relevant to the vehicle type to obtain this approval.

There are various pathways within the GB type approval framework for vehicle approvals, depending on the number of vehicle units produced annually:

- the GB unlimited series applies to vehicle types produced in unlimited numbers (mass-produced vehicles).
- the GB medium and small series approval schemes aim to lessen the burdens on smaller manufacturers by using simpler procedures or requirements to demonstrate compliance for vehicles produced in low volumes
- individual vehicle approval scheme applies to vehicles that are made, modified or imported in single or very small quantities. They are inspected and evaluated to a less stringent set of non-destructive requirements to gain approval

Under this policy intervention we intend to mandate the safety technologies for vehicles produced in unlimited numbers only. We have no plans to make the fitting of the safety technologies mandatory for vehicles under the GB medium and small series and individual type approval schemes at this time. Businesses classed as micro, small and medium sized enterprises that produce low volumes of vehicles and therefore use the GB Small Series, GB Medium Series type approval and Individual Vehicle Approval schemes, will be exempt from this proposal to minimise the administrative burden on manufacturers.

[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

10. Do you agree or disagree with mandating these technologies at this time solely for mass-produced vehicles under GB type approval?

- Agree (Go to 'Technical requirements')
- Disagree
- Don't know (Go to 'Technical requirements')

Suggested approach reasoning

11. You disagree with our suggested approach as you think it is too:

- narrow and wish to increase the extent
- wide and wish to decrease the extent (Go to 'Altering suggested approach')

Increasing suggested approach

12. The vehicles produced in limited volumes you would like to add to the mandatory implementation scope are?

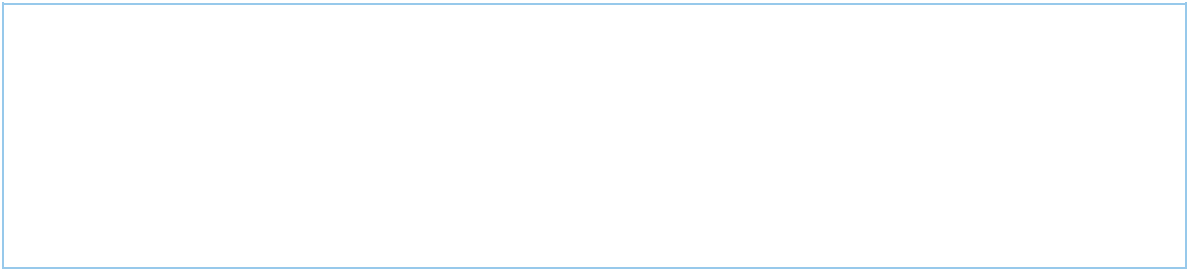
- GB medium series
- GB small series
- Individual vehicle approval

Why?

[Now go to 'Technical requirements']

Altering suggested approach

13. How would you like to change it?



Technical requirements

Relevant type approval requirements are specified in assimilated [Regulation \(EU\) 2018/858 \[opens in new window\]](#) and its implementing Regulation [\(EU\) 2020/683 \[opens in a new window\]](#), alongside assimilated [Regulation \(EU\) 661/2009 \[opens in a new window\]](#) covering general safety.

The specifications for some of the proposed technologies are governed by [United Nations Economic Council for Europe \(UNECE\) regulations \[opens in a new window\]](#). As a contracting party to the 1958 Agreement, the UK permits vehicles that meet UNECE regulatory requirements onto its market, but compliance to all UNECE regulations is not compulsory. The technical requirements and applicable vehicle categories for each of the proposed safety technologies are set out in Table 1 of our consultation document.

14. Do you support or oppose the proposed technical requirement for:

	Support	Oppose	Neither support nor oppose	Don't know
advanced distraction warning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
blind spot information systems	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
drowsiness and attention warning	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
direct vision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
emergency braking for cyclists	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
emergency braking for pedestrians	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
emergency braking for vehicles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
event data recorder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
emergency lane keeping system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Support	Oppose	Neither support nor oppose	Don't know
emergency stop signal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
frontal full-width impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
frontal off-set impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
intelligent speed assistance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
moving off information system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
pole side impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
pedestrian windscreen impact	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
reversing motion awareness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
tyre pressure monitoring system	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Why?

This relates to the detailed technical standards and regulatory requirements for vehicle construction, which sit outside Road Safety GB's professional scope and expertise. It is therefore appropriate that the relevant authorities, industry specialists and regulatory bodies respond to this.

However, Road Safety GB wishes to note the importance of ensuring that UK vehicle safety standards do not fall behind international benchmarks. Aligning with frameworks equivalent to the revised General Safety Regulation (GSR) and Pedestrian Safety Regulation is essential to maintaining high standards of protection for all road users.

Maintaining alignment with widely adopted international standards also benefits the wider system, helping ensure that vehicles supplied in the UK incorporate modern safety technologies and remain consistent with global best practice. Road Safety GB encourages continued government engagement with sector experts and

international evidence to support the UK's reputation for strong vehicle safety performance.

Any technical requirements should ensure that systems between different manufacturers give the same user interface and user experience. It is essential to ensure consistency of experience in using ADAS between different vehicles. Technical requirements should also be designed where possible to support the credibility of the system as a driver benefit to discourage user-deactivation, while also retaining driver task-engagement to prevent over-reliance on systems that cannot safely operate the vehicle without human control.

Vehicles built in multiple stage

The multi-stage build process refers to vehicles built in different stages by two or more manufacturers. Typically, this means each manufacturer would approve the aspects of their own stage before passing it on to the next manufacturer. This may include situations where the vehicle chassis and bodywork are completed separately, or a modification is made to a vehicle during production to provide additional features, such as a wheelchair lift. This proposal still expects multi-stage build vehicles to be compliant with the appropriate technical requirements as applicable.

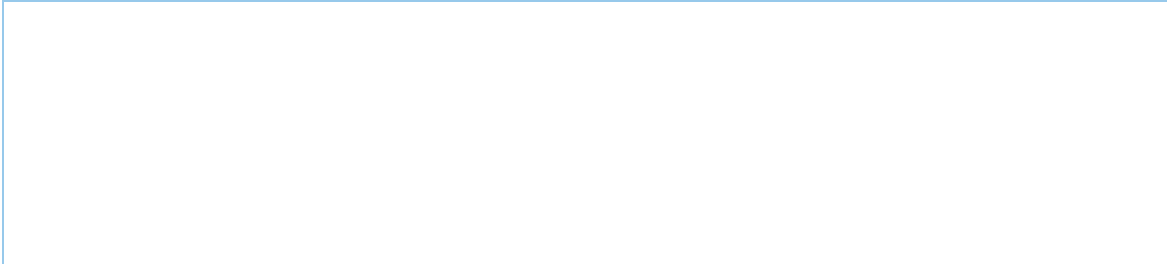
[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

15. Do you agree or disagree with retaining existing provisions for multi-stage builds?

- Agree (Go to 'Special purpose vehicles')
- Disagree
- Don't know (Go to 'Special purpose vehicles')

Disagree with multi-stage build provisions

16. Why do you disagree with retaining existing provisions for multi-stage builds?



Special purpose vehicles

A special purpose vehicle (SPV) is a sub-category of vehicles fitted with specific technical features enabling them to perform a function that requires special arrangements or equipment. In some instances, they are given exemptions or alternative requirements due to challenges with compliance because of their features. We are not proposing to change any requirements that currently apply to special purpose vehicles listed in [Table 2 of the consultation document \[opens in a new window\]](#).

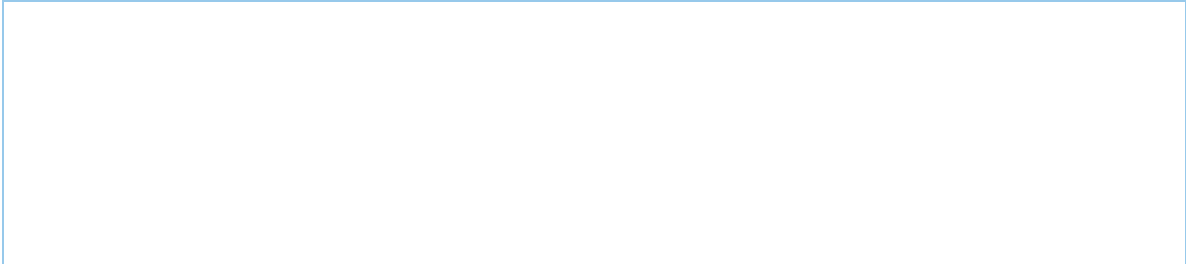
[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

17. Do you agree or disagree with retaining the current technical requirements for special purpose vehicles?

- Agree (Go to 'Effect of vehicle safety technologies on casualty reduction')
- Disagree
- Don't know (Go to 'Effect of vehicle safety technologies on casualty reduction')

Disagree with retaining current technical requirements for SPVs

18. Why do you disagree with retaining current technical requirements for special purpose vehicles?



Effect of vehicle safety technologies on casualty reduction

19. If the safety technologies were mandated for GB type approval what effect, if any, do you believe each technology would have on casualty reduction?

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	Don't know
Advanced distraction warning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Blind spot information systems	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Drowsiness and attention warning	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Direct vision	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for cyclists	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for pedestrians	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency braking for vehicles	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Event data recorder	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency lane keeping system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency stop signal	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frontal full-width impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Frontal off-set impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Intelligent speed assistance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Very positive	Positive	Neither positive nor negative	Negative	Very negative	Don't know
Moving off information system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pole side impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian windscreen impact	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reversing motion awareness	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tyre pressure monitoring system	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Explain why?

Vehicle-based safety technologies play a crucial role in reducing collisions and mitigating injury, and support continued progress in this area as part of a Safe System approach.

UK and international research consistently show that improvements in vehicle safety deliver substantial casualty reduction benefits, and adopting advanced technologies continues an approach that has already contributed significantly to long term reductions in fatal and serious collisions. Intelligent Speed Assistance (ISA) has demonstrated strong potential to support safer driving behaviours by helping drivers comply with speed limits, an essential component of managing crash risk and severity.

NCAP has conducted analysis that models the likely safety benefit of various ADAS and this should be reviewed by the government.

Other regulations

In addition to amendments to the GB type approval regulations, we intend to amend the:

- [Road Vehicles Lighting Regulations \[opens in a new window\]](#) to define Emergency Stop Signal (which flashes either all the stop lamps or all the direction indicator lamps in an emergency braking situation above 50 kilometres per hour) and add it to the list of lamps which are permitted to emit an automatically flashing light
- [Road Vehicles \(Construction and Use\) Regulations \[opens in a new window\]](#) to define sensors and detection aids, used by safety technologies to detect potential collisions, and depending on their function and level of integration, exclude them from the definition of overall vehicle width and length.

[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

20. What, if any, other domestic regulations, beyond those already specified, do you believe will require amendment to align with these proposals?

Implementation timing

To support manufacturers in adapting to these requirements, we propose incorporating safety technologies for vehicles designated as new types under GB type approval to become mandatory 6 months after the amendments officially enter into force. For the registration of new vehicle types, manufacturers would have 24 months from the same date to ensure compliance with the technologies, except for Direct Vision and Event Data Recorder technologies, which would require compliance within 36 months but not before January 2029, to align with EU/NI transition arrangements.

This phased transition arrangement is summarised in [Table 3 of our consultation document \[opens in a new window\]](#).

21. Do you agree or disagree with the proposed timings for implementing these safety technologies?

- Agree (Go to 'Sale of remaining non-compliant vehicle stocks')
- Disagree
- Don't know (Go to 'Sale of remaining non-compliant vehicle stocks')

Disagree with implementation timings

22. What alternative timings would you recommend for the:

proposed safety technologies for new vehicle types

proposed safety technologies for new vehicle registrations excluding Direct Vision and Event Data Recorder

Direct Vision technology for new vehicle registration

Event Data Recorder technology for new vehicle registration

Why?

Sale of remaining non-compliant vehicle stocks

In specific circumstances the GB type approval framework includes provisions allowing manufacturers to apply to the [Vehicle Certification Agency \[opens in a new window\]](#) for an end of series derogation. This provision permits manufacturers to sell and register certain vehicles that do not comply with newly applicable standards, thereby supporting those who may face economic or technical challenges in meeting new regulations by providing additional time to sell stocks made to previous standards.

Although GB and the EU now operate under separate type approval frameworks, the majority of the requirements remain similar due to their shared history and common basis in UN Regulations, allowing most manufacturers to use the same model for both markets when selling in GB and the EU. Therefore, given that these technologies are already mandatory within the EU and NI, it is anticipated that:

- most vehicles are already compliant because most manufacturers will already have vehicles fitted with the safety technologies and thus should not have substantial stocks of non-compliant vehicles at this point
- there are negligible costs to those businesses because of this proposal for those operating in GB and the EU/NI

As a result, an end of series derogation is not being proposed. However, we would like to gather opinions on whether such a derogation may be necessary for specific limited cases.

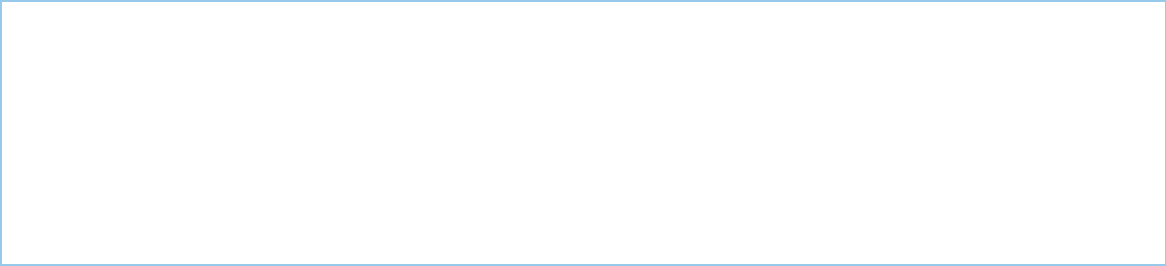
[Full details of our proposals are given in our consultation document \[opens in a new window\]](#).

23. Should, in your view, manufacturers be allowed to sell their remaining stocks of non-compliant vehicles for a specified period after introduction of these proposals?

- Yes (Go to 'Maintaining standards')
- No
- Don't know (Go to 'Maintaining standards')

Sale of remaining non-compliant vehicle stock reasoning

24. Why not?



Maintaining standards

This consultation outlines a proposal to require a wide range of technologies to be incorporated into mass-produced vehicles by manufacturers at the point of type approval and fitted as standard equipment on vehicles being registered for use in Great Britain. Type approval certifies that a vehicle meets regulatory standards prior to market entry, and registration permits legal use on public roads.

Once a vehicle is in use, these safety technologies may suffer failures and require maintenance, or may be altered, disabled or removed, reducing the road safety benefits. As a result, it is important to consider whether requirements are needed to ensure these safety features are retained and maintained following type approval and registration, ensuring vehicles continue to meet safety and performance standards throughout their operational lifespan.

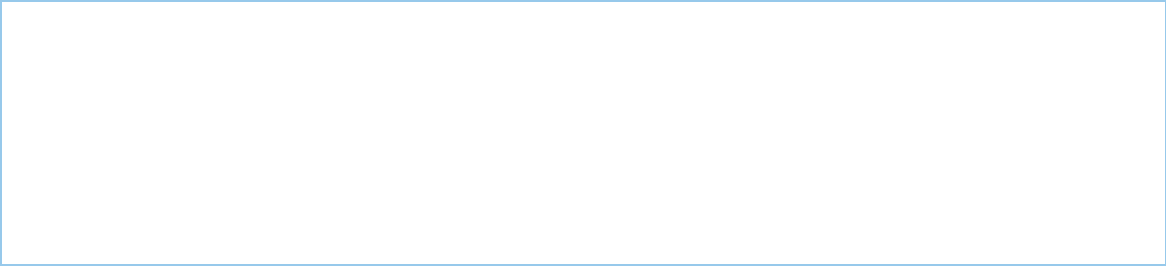
Responsibility for complying with any requirements to retain vehicle safety features and equipment and ensure that it is maintained and in good working order would rest with vehicle owners and operators.

We would welcome views on the topic.

25. After implementation if evidence showed that these vehicle safety technologies are not consistently maintained, should we make it mandatory for operators to maintain these technologies?

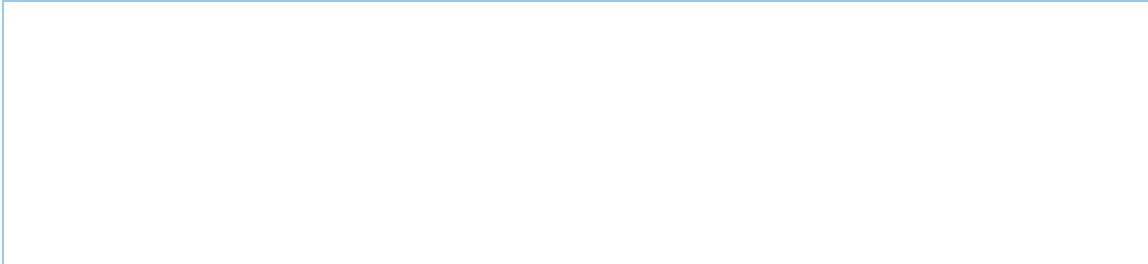
- Yes
- No, this should be implemented immediately regardless of future evidence
- No
- Don't know (Go to 'Other considerations')

26. Why?



Other considerations

27. What, if any, other further measures exist that you wish to highlight regarding these proposals?



28. Any other comments?

Road Safety GB welcomes the adoption of advanced vehicle-safety technologies and recognises their value within a Safe System approach. Our wide-ranging membership, including local authorities, road-safety partnerships, emergency services and ADIs, places us in a strong position to help distribute clear, consistent ADAS information across the sector, supporting public understanding and engagement with these systems.

Evidence shows that many drivers do not fully use or understand ADAS features, which may limit the safety benefits if awareness and education are not addressed. Road Safety GB supports the government's efforts to improve driver understanding of these technologies and would welcome government collaboration on a national, consistent ADAS education programme, ensuring drivers know how these systems work and how to use them safely.

Through our communications channels and professional networks, Road Safety GB can help share evidence-based guidance with practitioners and the public, supporting the effective uptake of ADAS and maximising the safety impact of these technologies.

In summary we can help people to understand, trust and use ADAS.