

Rt Hon Mark Harper MP  
Secretary of State  
Department for Transport  
Great Minster House  
33 Horseferry Road  
London SW1P 4DR



24<sup>th</sup> January 2023

Dear Secretary of State

### **EU Retained Law Bill**

On behalf of the members of The Parliamentary Advisory Council for Transport Safety (PACTS) I am writing to ask what analysis has been made by the Department for Transport of the road safety impact of the Retained EU Law (Revocation and Reform) Bill. As you will be aware after 40 years of membership there are many aspects of European Union (EU) legislation that relate to road safety in the UK. Some of these requirements have been extremely beneficial in contributing to reduced death and serious injury on our roads. For example, crash test standards for front and side impact originally adopted in 1998 have helped to halve numbers of car occupant fatalities.

As far as vehicles are concerned, we assume that all the safety related measures in force prior to the UK's withdrawal from the EU on 31<sup>st</sup> January 2020 will be applied entirely unchanged through the new GB type approval scheme that began on 1<sup>st</sup> January 2023. However, it would be reassuring for this to be confirmed in a clear statement of the safety regulatory status of the GB type approval scheme, with a description of what vehicle categories it is currently being applied to. Given that GB type approval has been established by statutory instrument and with minimal Parliamentary scrutiny, such a statement is needed to ensure transparency and accountability in a vital area of safety related regulation. PACTS would, of course, be very concerned indeed if an unintended consequence of the Retained EU Law Bill would be to lose any of the safety and consumer related protections relating to vehicle and component safety.

EU legislation covers other aspects of road safety and PACTS would also like to know what impact the EU Retained Law Bill will have on areas such as driver licensing, enforcement, professional drivers and their working conditions, emergency calls (including eCall), transport of dangerous goods and periodic technical inspections (MOTs). We appreciate that understanding the full impact of EU road safety related legislation is a complex matter and hard to disentangle from purely domestic UK requirements. However, it remains a widespread concern that the Retained EU Law Bill may remove measures that create

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unanticipated legislative voids, which would damage the public interest and result in more deaths and life changing injuries on our roads.

It would, therefore, be prudent for the Department for Transport to share the full and comprehensive safeguarding analysis undertaken to ensure that there will be no examples where the EU Retained Law Bill subsequently proves to be detrimental to UK road safety.

Yours sincerely

A handwritten signature in black ink, appearing to read 'David G Davies', with a stylized flourish at the end.

David G Davies,  
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