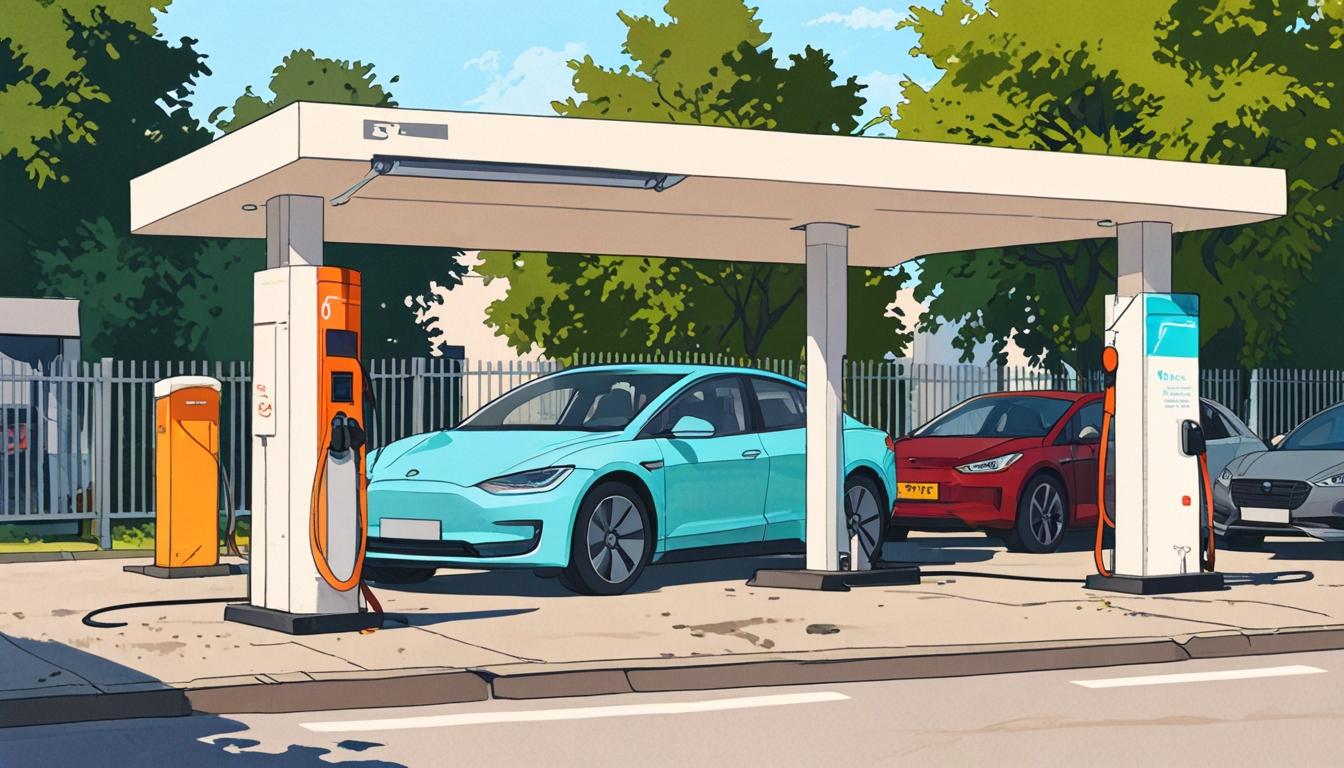
# UK government unveils relaxed regulations for electric vehicle transition



The UK government has announced significant changes to regulations regarding the transition to electric vehicles (EVs) as it prepares for a ban on new petrol and diesel cars by 2030. This decision comes in light of recent tariffs imposed by the United States on imported vehicles, which have put additional pressure on the domestic automotive industry.

Transport Secretary Heidi Alexander confirmed on Sunday that the government will relax certain mandates aimed at car manufacturers as they work to meet the upcoming deadline. Speaking to the BBC, Alexander stated that the intention behind the relaxed regulations is to "protect and create jobs" within the UK car industry while it adapts to these new challenges.

The shift toward banning petrol and diesel cars had previously faced delays under former Prime Minister Rishi Sunak, who extended the target year to 2035. However, with Labour’s commitment to restoring the 2030 deadline in its manifesto for the upcoming 2024 election, the current government is recalibrating its approach by establishing more flexible rules that would help automotive firms navigate this transition.

In particular, the government aims to support manufacturers by enabling them to avoid penalties during this transition. Car firms such as Aston Martin and McLaren will be permitted to continue producing petrol vehicles beyond the 2030 cut-off. Additionally, some hybrid models will remain on the market until 2035. The flexibility in regulatory mandates comes at a time when car industry leaders are highlighting a significant gap in the adoption of electric vehicles by consumers, largely due to high costs and inadequate charging infrastructure.

Prime Minister Sir Keir Starmer has indicated that these changes are designed to stimulate growth within the industry, ensuring that "home-grown firms" can remain competitive in global markets. However, opposing parties have voiced concerns regarding the efficacy of these measures. Shadow Business Secretary Andrew Griffith characterised the plans as "half-baked," while Liberal Democrat transport spokesperson called for the introduction of better incentives for consumers to encourage electric vehicle purchases.

The urgency of this policy shift has been exacerbated by the recent imposition of a 25% tariff on UK car exports to the US, a market which accounted for 27% of British car exports last year. Coventry-based Jaguar Land Rover, in anticipation of these tariffs, announced its decision to pause shipments to the US from April while it assesses the new trading conditions. Additionally, a separate 10% tariff on UK imports took effect on the same day the announcement of relaxed regulations was made.

Amid these developments, the UK government is actively reviewing its stance on the automotive sector. A consultation initiated by Transport Secretary Heidi Alexander aimed to clarify the path towards electric vehicle adoption has already concluded, and the government has pledged to evaluate ongoing support for the car industry as the impact of the US tariffs becomes apparent.

With these transformations in the regulatory framework and the pressing need for support mechanisms, the British automotive industry faces a complex path forward as it strives to meet the government's ambitious environmental targets while contending with external economic pressures.

Source: [Noah Wire Services](https://www.noahwire.com)

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