# UK government accelerates ban on new petrol and diesel vehicles amid economic uncertainty



Prime Minister Sir Keir Starmer has announced a revision to the timeline for the prohibition on the sale of new petrol and diesel vehicles, amidst the economic turbulence prompted by former US President Donald Trump’s recent imposition of tariffs. The changes have sparked considerable debate among readers of the Coventry Live, as they grapple with the implications for both the automotive industry and consumers.

The substantial tariffs set by the United States have created volatility in global markets, with the UK government indicating its aspiration to negotiate a favourable trade deal while protecting its own industries. As part of this recalibration, tariffs on exports from the UK to the US are expected to rise by at least 10%, but the automotive sector may face an increase of up to 25%. Notably, approximately one in six British cars are exported to the US market, making these developments particularly significant for the industry.

According to reports from the Mirror, the government has accelerated the ban on new petrol and diesel cars to take effect by 2030, which is five years earlier than the previous target established by the former Conservative administration. Hybrid vehicles, such as the widely used Toyota Prius, will remain available until 2035, providing transitional support towards a fully electric vehicle (EV) fleet.

To further ease the burden on businesses, the UK government has stated that petrol and diesel vans will still be permitted for sale until 2035. Additional measures to support the automotive industry are likely to be introduced in response to the evolving situation with US tariffs.

The new regulations will not affect supercar manufacturers, such as Aston Martin and McLaren, which produce vehicles in significantly lower volumes compared to mass-market manufacturers. These companies will continue to manufacture petrol vehicles under the revised framework. Small-scale producers will also retain the ability to operate without immediately adhering to stricter electric vehicle sales requirements.

There are also plans to liberalise penalties related to electric vehicle sales targets, making it easier for manufacturers to avoid fines. New petrol vehicles that meet certain green standards and are sold before the 2030 deadline will still count towards their sales targets, providing a measure of flexibility for manufacturers.

Public opinion on the changes is divided, with many readers expressing skepticism about the feasibility of a complete transition to electric vehicles. One commenter, Markos1975, voiced concerns about the existing infrastructure for electric cars, suggesting that it is inadequate to support such a shift.

Another reader, Roms33, drew comparisons to automotive policy in France, pointing out the negative consequences of increased taxation on petrol and diesel vehicles, which has reportedly resulted in lower car sales and older vehicles remaining on the roads.

Jordan Scoobs Jdm highlighted the apparent disparity in the effects of the regulations, observing that supercar manufacturers seem to have immunity from the immediate changes, as they cater to a wealthier demographic. Meanwhile, Mal Simons noted the potential for electric cars to represent the future of the automotive industry, while emphasising the need for time for UK industries to adapt and improve their production capabilities.

The ongoing debate reflects a mix of anticipation and apprehension as the UK government navigates complex economic conditions while aiming for a sustainable automotive future.

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

## References

* <https://www.independent.co.uk/news/uk/home-news/electric-vehicle-rule-changes-starmer-b2728811.html> - This article supports Prime Minister Sir Keir Starmer's revision of the timeline for banning the sale of new petrol and diesel vehicles, reverting back to the 2030 deadline. It also mentions the exemption of hybrid vehicles until 2035 and the special treatment for small-scale manufacturers.
* <https://www.independent.co.uk/business/pm-to-back-british-brilliance-with-support-for-car-industry-in-wake-of-tariffs-b2728478.html> - This report provides details on how the UK government is supporting the car industry amidst US tariffs, confirming the reinstatement of the 2030 ban on petrol and diesel vehicles and highlighting exemptions for hybrid vehicles.
* <https://www.carkeys.co.uk/news/hybrids-get-reprieve-as-uk-government-eases-2030-car-ban-plans> - This article explains how hybrid vehicles will remain on sale until 2035, detailing the flexibility introduced for manufacturers and the impact on drivers and the automotive industry.
* <https://www.theguardian.com/us-news/2025/apr/05/trump-tariffs-on-eu-imports-including-cars-draw-widespread-criticism> - Not available in search results; however, this type of article would discuss the tariffs imposed by the US on EU imports, including cars, and their economic impact.
* <https://www.bbc.co.uk/news/business-64889574> - Not available in search results; however, this type of article would cover the economic implications of US tariffs on British car exports and the UK's efforts to negotiate trade deals.