# UK moves petrol and diesel vehicle ban to 2030 amid economic changes



The ban on the sale of new petrol and diesel vehicles in the United Kingdom has been moved forward to 2030, as announced by Prime Minister Sir Keir Starmer amidst a wave of economic adjustments following the imposition of tariffs on a global scale by former US President Donald Trump. The changes have sparked vigorous discussions among Coventry Live readers, reflecting a variety of opinions on the subject.

The recent tariffs, which the UK government expects to negotiate around while protecting British industries, are set to introduce at least a 10% levy on UK exports to the US, with the automotive sector facing a much steeper increase of 25%. Notably, around one in six British cars is exported to the US market, placing significant pressure on this pivotal industry.

According to the Mirror, the revised ban will now still allow the sale of hybrid vehicles, like the Toyota Prius, until 2035, providing a transitional solution as the UK moves towards electric vehicles (EVs). In addition, petrol and diesel vans will also remain available for sale until 2035, which is intended to cushion the impact on businesses reliant on these types of vehicles.

The move has resulted in mixed responses from the public. Commenter Markos1975 remarked, “They absolutely will not ban diesel and petrol cars, the infrastructure is nowhere near big enough to cope with electric cars.” This sentiment about the readiness of the UK’s infrastructure for a full transition to electric vehicles is echoed by others who have raised concerns about the practicality of such a rapid shift.

Alfie57 noted the potential complications of transitioning to electric models, stating, “If you buy a transit van or a long wheelbase EV, it would be so heavy you would need to have a HGV license to drive it by law. There goes your delivery service.” Meanwhile, Georgiesaint expressed a preference for traditional vehicles, saying, “I have no intention of ever driving an electric car. Petrol and diesel are better.”

Critics have also pointed to the example of France, where higher taxes on petrol and diesel vehicles have reportedly led to a decline in sales and an increase in the average age of vehicles on the road. Roms33 commented, “You can't force a majority of drivers to buy something they don't want,” suggesting that market dynamics might counteract regulatory ambitions.

In contrast, there are comments indicating optimism around the potential of the electric vehicle market. Jordan Scoobs Jdm commented on the privileges extended to luxury car brands, noting that manufacturers like Aston Martin and McLaren will not face the same challenges due to their lower production volumes. Mal Simons highlighted the potential of new battery technology, stating, “Electric cars are the future, but our industries need time to catch up.”

In summary, the UK's decision to revise the ban on petrol and diesel vehicle sales has brought a mix of anticipation and concern from both industry stakeholders and the general public, with many engaging actively in discussions about the implications and feasibility of this significant policy shift.

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

## References

* <https://www.gbnews.com/lifestyle/cars/labour-petrol-diesel-car-ban-2030-hybrids-electric-zev-mandate> - Corroborates the reinstatement of the 2030 ban on new petrol and diesel car sales in the UK, while allowing hybrid vehicles until 2035. It also explains the exclusion of low-volume manufacturers like McLaren.
* <https://pod-point.com/guides/2035-diesel-and-petrol-car-ban-in-the-uk-everything-you-need-to-know> - Explains the UK's transition towards banning new petrol and diesel cars by 2030, except for low-volume manufacturers, and phasing out hybrids by 2035, aligning with the government's zero-emission goals.
* <https://www.evo.co.uk/car-technology/206146/2030-petrol-ban-cancelled-for-low-volume-car-manufacturers-like-ferrari> - The article details how low-volume manufacturers like Ferrari will be exempt from the 2030 ban, allowing them to sell petrol cars until 2035. It highlights the exception for small and micro-volume manufacturers.
* <https://www.independent.co.uk/business/news/uk-us-trade-deals-brexit-tariffs-b1777592.html> - Covers the economic context including tariffs on UK exports to the US, impacting industries like the automotive sector, but the exact link is not available as per the request. Hence, a similar article discussing UK-US trade tariffs is used for context.
* <https://www.theguardian.com/environment/2023/jun/29/uk-electric-car-charging-network-to-receive-2-3bn-investment> - Supports the UK's investment in electric vehicle infrastructure to support its zero-emission vehicle goals, though it doesn't directly address the tariffs or ban specifics.