EXPLANATORY MEMORANDUM TO

THE EUROPEAN REGISTERS OF ROAD TRANSPORT UNDERTAKINGS (DISCLOSURE OF INFORMATION) (AMENDMENT) REGULATIONS 2025

2025 No. 1202

1. Introduction

1.1 This explanatory memorandum has been prepared by the Department for Transport and is laid before Parliament by Command of His Majesty.

1.2 This memorandum contains information for the Joint Committee on Statutory Instruments.

2. Declaration

2.1 Keir Mather MP, Parliamentary Under Secretary of State at the Department for Transport, (Minister for Aviation, Maritime and Decarbonisation) confirms that this Explanatory Memorandum meets the required standard.

2.2 Hannah Tooze and Katherine Macdivitt, Deputy Directors for the Road Freight Division at the Department for Transport, confirm that this Explanatory Memorandum meets the required standard.

3. Contact

3.1 Morag Rethans at the Department for Transport, can be contacted by email at the following address with any queries regarding the instrument: freight@dft.gov.uk. Alternatively, the department can be contacted by telephone: 0300 330 3000.

Part One: Explanation, and context, of the Instrument

4. Overview of the Instrument

4.1 This explanatory memorandum outlines the rationale and anticipated benefits following the reconnection of the United Kingdom ("UK") to the European Registers of Road Transport Undertakings ("ERRU").[1] ERRU is a digital system operated by the European Union ("EU") used to reciprocally exchange specified information on commercial road transport operators. The information exchanged via ERRU supports enforcement efforts, road safety, and fair competition in international road haulage.

4.2 As a member of the EU, the UK was connected to, and shared information via ERRU, however the connection to the system was severed following the UKs departure from the EU.

[1] ERRU: https://transport.ec.europa.eu/transport-modes/road/rules-governing-access-profession/european-register-road-transport-undertakings-erru_en.

What does the legislation do?

4.3 This legislation amends four[2] pieces of assimilated law[3] to enable the implementation of three adoption decisions,[4] as outlined in section 5 made by the Specialised Committee on Road Transport ("SCRT"),[5] established under the Trade and Co-operation Agreement ("TCA")[6] between the UK and the EU. The TCA empowers the SCRT to agree arrangements concerning interconnection, national registers, infringements, and financial contributions. For UK authorities, reconnection to ERRU will enhance access to information on infringements committed by UK operators in the EU. It will also provide insights into the conduct of individuals and businesses with a history in the EU road transport sector who seek to operate or work in the UK.

4.4 For EU authorities, the UK's reconnection enables reporting of infringements committed by EU operators and identified by UK enforcement bodies, potentially informing regulatory action by the operator's home authority.

Where does the legislation extend to, and apply?

4.5 The extent of this instrument (that is, the jurisdiction(s) which the instrument forms part of the law of) is England and Wales, Scotland, and Northern Ireland.

4.6 The territorial application of this instrument (that is, where the instrument produces a practical effect) is England and Wales, Scotland, and Northern Ireland.

5. Policy Context

What is being done and why?

5.1 The purpose of this instrument is to use ERRU to enable information sharing between the UK and EU Member States. The information that will be shared includes risk ratings and vehicle registration numbers between the UK and EU Member State commercial vehicle licensing[7] and enforcement authorities[8] following detailed specifications (set out in EU legislation) about which data types are in-scope, which types of infringements are involved and the format of data entries for the electronic exchanges.

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[2] The legislation being amended is specified at paragraphs 6.2 – 6.8.

[3] Assimilated law in the UK refers to the body of domestic law that was previously known as "retained EU law" (REUL). The term was adopted on January 1, 2024, by the Retained EU Law (Revocation and Reform) Act 2023. Assimilated law refers to EU-derived legislation that was saved (retained) to ensure legal continuity after the UK's exit from the EU.

[4] Information on each of the three adoption decisions is available in paragraphs 5.13 – 5.15. This instrument implements the first two decisions. The Third decision relates to the UK financial contribution for access to ERRU and is included in this explanatory memorandum for completeness.

[5] Agendas and minutes relating to meetings of the SCRT since 2021: https://www.gov.uk/government/groups/specialised-committee-on-road-transport

[6] The TCA CP426: https://assets.publishing.service.gov.uk/media/608ae0c0d3bf7f0136332887/TS_8.2021_UK_EU_EAEC_Trade_and_Cooperation_Agreement.pdf. The TCA can also be inspected (with reasonable notice) free of charge by contacting the Treaty Enquiries Service, telephone: +44 (0)20 7008 1109 or email: treatypublicenquiries@fcdo.gov.uk.

[7] See paragraph 5.4 for information.

[8] The relevant UK enforcement authorities are the Driver and Vehicle Standards Agency ("DVSA") in Great Britain: https://www.gov.uk/government/organisations/driver-and-vehicle-standards-agency and the Driver and Vehicle Agency in Northern Ireland: https://www.nidirect.gov.uk/contacts/driver-vehicle-agency-dva-northern-ireland

5.2 To facilitate the UK's reconnection to ERRU, this instrument updates four items of assimilated law, the content of which is outlined in paragraphs 6.2 – 6.8 to reflect changes made in the EU since 2020. These updates ensure compatibility with the SCRT adoption decisions and align UK law with the provisions in the TCA concerning commercial road transport infringements.

5.3 The contents of the UK's national electronic registers[9], governed by assimilated Regulation (EU) 1071/2009[10], contain information about commercial road transport operators, which are individuals, partnerships or commercial entities requiring a vehicle operator licence. An operator licence is required for the commercial use of most lorries, some vans used abroad,[11] most buses and most coaches. Operator licensing is devolved in Northern Ireland.

5.4 In Great Britain, the Traffic Commissioners are the responsible licensing authority for goods and passenger transport.[12] In Northern Ireland, the regulation of goods transport and passenger transport is split. The responsible authority for the regulation of goods vehicles is the Department for Infrastructure, through its Transport Regulation Unit (TRU).[13] Passenger transport is regulated by the Driver and Vehicle Agency (DVA).[14]

5.5 The principal changes being made by these regulations include the addition of vehicle registration numbers for goods vehicles and risk rating bands for goods vehicle operators on the registers. The UK already requires, by law, vehicle registration numbers for goods vehicles to be held by the licensing authorities, facilitating enforcement and identification of the responsible operator. Risk rating processes also help to identify vehicle operators who should be actively targeted for roadside enforcement or other action.

5.6 Through assimilated legislation, the UK has a legal basis to share information on around 130 infringements of varying levels of seriousness with EU Member States. This instrument will add new infringements to that list and will amend others, all of which are already reflected in UK law and the TCA, including changes made since 2020.[15]

5.7 The instrument also updates data collection processes in UK registers to meet TCA and SCRT requirements. These reflect elements of the EU's "Mobility Package," finalised in 2020, some of which are reflected in the TCA including provisions on operator licensing, drivers' hours, tachographs, and posting of workers coming into force between 2022 and 2026. Minor changes also reflect the UK's current EU market access arrangements.

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[9] These electronic registers already include details of road transport undertakings, for example the trading name and address, the names of Directors, the type of licence held, the licence status, and the date when it needs renewing (continuing), as well as the number of motor vehicles and trailers authorised to be used, and the names of qualified transport manager(s) associated with the operator licence.

[10] Assimilated Regulation (EC) 1071/2009 of the European Parliament and Council establishing common rules concerning the conditions to be complied with to pursue the occupation of road transport operator: https://www.legislation.gov.uk/eur/2009/1071/contents.

[11] Specifically, goods vehicles weighing more than 2.5t and less than 3.5t used for the purposes of transporting goods for hire and reward in the EU. This was implemented through The Goods Vehicles (Licensing of Operators) (Amendment) Regulations 2022: https://www.legislation.gov.uk/uksi/2022/293/contents/made.

[12] The Traffic Commissioners: https://www.gov.uk/government/organisations/traffic-commissioners.

[13] Transport Regulation Unit: https://www.infrastructure-ni.gov.uk/articles/transport-regulation-unit

[14] Driver and Vehicle Agency: https://www.infrastructure-ni.gov.uk/articles/driver-and-vehicle-agency

[15] See footnote 11.

5.8 Updating infringement categories improves data consistency and quality in UK registers, particularly for international licence holders operating in the EU. These improvements facilitate the effective exchange of data.

What was the previous policy, how is this different?

5.9 Until the end of 2020, the UK was connected to ERRU. This connection enabled enforcement authorities to report infringements committed by foreign operators and to request the operator's home licensing authority to take action. ERRU also enabled checks on transport managers relocating between Member States and on operators seeking to establish or expand operations across national borders.

5.10 Since the UK's disconnection from ERRU in 2020, the UK licensing authorities, have used less formal measures to make checks, for example by directly contacting the relevant licensing authority, to verify the history and repute of EU transport managers seeking to work in the UK.[16]

5.11 The features outlined in paragraph 5.9 will be reinstated when the UK reconnects to ERRU, but in a way that recognises that the UK has left the EU. Two of the decisions of the SCRT will apply adaptations to the relevant EU legislation as it stands now, allowing for future divergence between UK and EU laws and procedures.[17]

5.12 The formal agreement on the data to be shared, contained in a set of three implementing decisions, was signed on 30 October 2025 in Brussels by the UK and EU Co-Chairs of the SCRT. The agreements will take effect from 1 January 2026.

The three adoption decisions

5.13 The first adoption decision 1/2025[18] defines the categories, types, and degrees of seriousness of infringements which may result in a road haulage operator losing their good repute.

5.14 The second adoption decision 2/2025[19] specifies the minimum data to be included in the national electronic registers of road transport undertakings and the conditions governing the exchange between the parties via ERRU.

5.15 The third adoption decision 3/2025[20] concerns the financial contribution the UK has agreed to make to the EU for access to road transport related databases including ERRU. The payment obligation is established under Article 714 of the TCA, which states that the participation of the UK or its entities in EU programmes or activities is contingent upon a financial contribution to the EU budget.

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[16] The UK allows people who trained and passed the relevant examinations in the EU, EEA-EFTA and Switzerland to work in the UK as transport managers, providing that they took the qualification when they were resident in that country https://www.gov.uk/become-transport-manager/qualifying-as-a-transport-manager.

[17] Norway also has access to ERRU. However, when the UK reconnects to ERRU, data will not be exchanged with Norway (in contrast to the position up to 2020), as the enabling powers do not allow for this.

[18] Council Decision (proposal) relating to serious infringements affecting good repute: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025PC0466. The final decision is scheduled to be published in the Official Journal of the European Union https://eur-lex.europa.eu/oj/direct-access.html on 28 November 2025.

[19] Council Decision (proposal) relating to the exchange of information held in the national registers: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025PC0483. The final decision is scheduled to be published in the Official Journal of the European Union https://eur-lex.europa.eu/oj/direct-access.html on 28 November 2025.

[20] Council Decision (proposal) relating to the UK's final contribution: https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX:52025PC0498. The final decision is scheduled to be published in the Official Journal of the European Union https://eur-lex.europa.eu/oj/direct-access.html on 28 November 2025.

6. Legislative and Legal Context

How has the law changed?

6.1 The law is being changed, allowing the UK to reconnect its national registers to the ERRU system, fulfilling a TCA commitment about information exchange. The following four pieces of assimilated law are being amended to enable this connection.

6.2 **Regulation (EC) 1071/2009**[21] is being amended to implement the new requirements for data on risk rating bands for goods vehicle operators and goods vehicle registration numbers to be included in the national electronic registers for operators.

6.3 **Decision 2009/992/EU**[22] provides for detailed requirements for national electronic registers. Changes are being made to ensure the national electronic registers contain information consistent with UK laws that have been amended from 2020 onwards. One of the SCRT adoption decisions applies adaptations to the version of Decision 2009/992/EU amended by the EU in 2024[23] to provide for the divergence between the EU and UK approaches.

6.4 **Regulation (EU) 2016/403**[24] provides a list of commercial road transport offences to be recorded as infringements in the UK's national electronic registers. It provides the legal base for each infringement and classifies its severity. Changes are being made to update the list of infringements to reflect changes made to UK law since 2020 onwards, principally to include obligations contained in the TCA.

6.5 The relevant SCRT adoption decision closely mirrors the table in the EU version of Regulation (EU) 2016/403,[25] as it was amended by the EU in 2022. However, it also allows for divergence to accommodate differences in the way that data is recorded in the relevant UK and EU databases and how this data will flow through into ERRU.

6.6 The changes being made do not create new offences or alter existing ones which are established in UK domestic law. Instead, they enable information to be exchanged between enforcement and licensing authorities in the UK and EU.

6.7 **Regulation (EU) 2016/480**[26] specifies the common rules for the interconnection of national electronic registers with ERRU, including specifying data formats used in electronic exchanges. This instrument updates assimilated law to ensure the UK can reconnect effectively with ERRU.

6.8 The relevant SCRT adoption decision adapts the EU version of Regulation (EU) 2016/480,[27] as amended by the EU in 2023, to account for differences in the UK's connection, and to enable more effective data exchange including the ability to record

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[21] Link to 1071/2009 at footnote 10.

[22] Commission Decision of 17 December 2009 on minimum requirements for the data to be entered in the national electronic registers of road transport undertakings (notified under document C(2009) 9959) (Text with EEA relevance) (2009/992/EU) https://www.legislation.gov.uk/eudn/2009/992.

[23] Decision 2009/992/EU as amended to 06/03/2024: https://eur-lex.europa.eu/eli/dec/2009/992/oj/eng.

[24] Commission Regulation (EU) 2016/403 of 18 March 2016 supplementing Regulation (EC) No 1071/2009 of the European Parliament and of the Council with regard to the classification of serious infringements of the Union rules, which may lead to the loss of good repute by the road transport operator, and amending Annex III to Directive 2006/22/EC of the European Parliament and of the Council https://www.legislation.gov.uk/eur/2016/403/contents.

[25] Regulation (EU) 2016/403: https://eur-lex.europa.eu/eli/reg/2016/403/oj/eng.

[26] Commission Implementing Regulation (EU) 2016/480 of 1 April 2016 establishing common rules concerning the interconnection of national electronic registers on road transport undertakings and repealing Regulation (EU) No 1213/2010 https://www.legislation.gov.uk/eur/2016/480/contents.

[27] Regulation (EU) 2016/480: https://eur-lex.europa.eu/eli/reg_impl/2016/480/oj/eng.

and share outcomes of "clean checks", following vehicle enforcement stops where no infringements are detected.

Northern Ireland Protocol

6.9 The approach taken does not reduce any rights, safeguards or equality of opportunity protections that are in place in relation to the Northern Ireland Protocol included in the EU-UK Withdrawal Agreement.[28]

Why was this approach taken to change the law?

6.10 This approach was taken, as it is the only practical approach to enable the changes required to achieve the intended outcome of reconnecting the UK to ERRU.

7. Consultation

Summary of consultation outcome and methodology

7.1 There was no public consultation about this statutory instrument because the changes do not affect the legal requirements that need to be met in order to be licensed as a road transport operator. In addition, this instrument, the SCRT adoption decisions and the reconnection of the UK to ERRU do not alter any existing offences or create new offences.

7.2 The changes made by this instrument affect how the UK licensing and enforcement authorities based in Great Britain and Northern Ireland discharge their functions. Representatives of these authorities have been involved closely in drafting this instrument and developing the associated technical policy. The licensing and enforcement authorities have also undertaken the technical work needed to enable the reconnection, and exchange of data.

7.3 The plans for legislation and other arrangements needed for the UK to reconnect to ERRU were highlighted at the 2023 meeting of the SCRT.[29] As part of the preparations for the fourth and fifth meetings of the SCRT in 2024 and 2025, engagement sessions were held with industry trade association stakeholders to share and obtain feedback on the items for discussion, which included interconnection to ERRU. No concerns were raised about these plans during this engagement.

7.4 Interconnection with ERRU was discussed at the 2024 SCRT meeting.[30] EU representatives welcomed the plans for the reciprocal sharing of a comprehensive set of data for enforcement and regulatory purposes.

Consultation with the Devolved Governments

7.5 As part of the preparations for the annual SCRT meetings, a meeting is held with representatives from the devolved governments where the agenda for the upcoming SCRT meeting is discussed. This meeting takes a similar format to the stakeholder meeting outlined in paragraph 7.3. No significant concerns were raised regarding the reconnection to ERRU during the engagement with the Devolved Governments, when this was raised at the preparation meetings in 2023, 2024 and 2025.

[28] EU-UK Withdrawal Agreement including the Northern Ireland Protocol https://www.legislation.gov.uk/eut/withdrawal-agreement/contents/adopted.
[29] See footnote 5 for a link to the minutes of the 2023 SCRT meeting.
[30] See footnote 5 for a link to the minutes of the 2024 SCRT meeting.

7.6 Following the SCRT and in preparation for this legislation the Department sent a letter on 17 April 2025 informing Devolved Governments about the legislation needed to facilitate the reconnection to ERRU. Industry trade associations[31] were also notified in a letter sent on 17 April 2025, no feedback was received following this letter.

7.7 Operator licensing is devolved in Northern Ireland. The Department for Infrastructure in Northern Ireland was consulted on a draft of the instrument before it was laid in Parliament, and the UK government sought formal consent to include Northern Ireland in the legislation. Liz Kimmins MLA, Minister for Infrastructure provided this consent on 12 May 2025.

Consultation with the Information Commissioner's Office

7.8 During the process of preparing the instrument the Department consulted with the Information Commissioner's Office (ICO),[32] as required by Article 36(4) of assimilated Regulation (EU) 2016/679[33] on the protection of natural persons with regard to the processing of personal data and on the free movement of such data (United Kingdom General Data Protection Regulation[34]).

7.9 This consultation considered the type of information that would be collected and shared between enforcement and regulatory bodies in the UK and EU, particularly with regard to any personal information that could be shared via ERRU.

7.10 The required consultation documents were sent to the ICO on 4 February 2025, and a response was received from the ICO on 7 February 2025, stating that they did not need to engage further with the Department for Transport on the plans. The obligation to consult with the ICO is a continuing one, but as the intended scope of the information sharing has not changed since that time, there has been no further consultation with the ICO.

8. Applicable Guidance

8.1 The changes that this instrument introduces do not directly affect businesses undertaking the transport of goods and passengers in the EU and UK. No specific additional guidance is planned to be published for businesses or the public as a result of the reconnection to ERRU.

8.2 Guidance on what UK operators undertaking goods[35] and passenger transport[36] need to do when they go abroad to the EU is available on gov.uk. Guidance for EU operators travelling in the UK is also available.[37]

[31] Letters were sent to Logistics UK, and the Road Haulage Association
[32] Information Commissioner's Office (ICO): https://ico.org.uk/
[33] Assimilated Regulation (EU) 2016/679 of the European Parliament and Council: https://www.legislation.gov.uk/eur/2016/679/contents
[34] UK General Data Protection Legislation: https://www.legislation.gov.uk/eur/2016/679/contents
[35] International goods transport: https://www.gov.uk/guidance/carry-out-international-road-haulage
[36] International passenger transport: https://www.gov.uk/guidance/run-international-bus-or-coach-services-and-tours
[37] EU Operators Transporting Goods in the UK: https://www.gov.uk/guidance/eu-operators-transporting-goods-into-the-uk

Part Two: Impact and the Better Regulation Framework

9. Impact Assessment

9.1 A full Impact Assessment has not been prepared for this statutory instrument because the changes arise from the TCA and directly affect only the public authorities responsible for the licensing and enforcement of commercial road transport. As the impact of the measure will not meet the £10 million threshold which would require a full impact assessment to be undertaken, a De Minimis Assessment ("DMA") has been prepared. The DMA is published on legislation.gov.uk with the instrument, and this Explanatory Memorandum, and is summarised in paragraphs 9.9 – 9.14.

9.2 The changes being implemented deal with the sharing of data associated with infringements to road transport rules committed by EU operators working in the UK, and UK operators working in the EU, helping to maintain and reinforce existing regulatory standards particularly related to road safety and fair competition.

Impact on businesses, charities, and voluntary bodies

9.3 There is no, or no significant, impact on business, charities, or voluntary bodies. There is no effect on what any business, charity or voluntary body is allowed to do and there are no implementation or ongoing costs for businesses or the general public. The changes in this statutory instrument are required to meet obligations that arise from the TCA. The changes enable the UK operator licensing authorities to be more effective in making decisions affecting businesses. They also enable UK enforcement related to road transport businesses based in the EU to influence licensing authorities in the EU.

9.4 The legislation will have no direct or specific impact on small or micro businesses, which make up the majority of businesses operating in the freight industry. The use of the national electronic registers and exchange of data included in those registers which is provided for in existing UK legislation and the TCA, applies to all operators.

9.5 The interconnection does have an ongoing operating cost for the Driver and Vehicle Standards Agency ("DVSA") and has incurred some set up costs, which have been largely borne by the Department for Transport.

9.6 The TCA requires parties to hold information in national registers and exchange it. Interconnection using ERRU enables this exchange, supporting licensing and enforcement authorities in the UK and EU. This contributes to UK road hauliers being able to operate some journeys within the EU and vice versa. Whilst there are certain restrictions on road haulage, such as the rights of UK drivers to work in the EU and the number of cabotage and cross-trade trips that can be made by hauliers from either party operating in the other party, there are no quantitative constraints on international carriage between the UK and EU or journeys across the EU of the type that, for example, would be created by a formal regime of permits.

9.7 The interconnection will also assist UK licensing authorities in regulatory decisions about road transport operators and transport managers. Interconnection allows the results of enforcement in the UK related to EU hauliers to be highlighted to relevant EU licensing authorities.

9.8 DVSA undertook the technical work needed to make the interconnection operable in 2024 and early 2025. The UK will therefore be able to reconnect to ERRU as soon as this legislation comes into force.

De minimis impact assessment

9.9 The DMA for this instrument states the reconnection to ERRU will not create an additional financial cost to UK industry, as the data that will be shared via ERRU is information which is either already uploaded by operators into systems including the Vehicle Operator Licensing Database (VOL), or which is collected by enforcement agencies and regulators in the course of their duties, for example during roadside stops.

9.10 The reconnection supports strategic government objectives, including a safe and secure transport system by enabling enforcement authorities to access timely and structured information on serious operator infringements, enhancing regulatory oversight and deterrence. It also upholds the principle of fair and open competition by addressing distortions in the freight market that arise when non-compliant operators externalise safety and infrastructure costs, for example by failing to maintain vehicles or adhere to vehicle loading or drivers' hours rules. Operators who do this can cut costs and obtain a competitive advantage, but this risks the safety of other road users. Tackling these distortions helps to ensure that compliant UK (and foreign) vehicle operators are not placed at a competitive disadvantage.

9.11 Furthermore, re-establishing participation in ERRU demonstrates the UK's continued commitment to international cooperation and interoperability in transport regulation following the UK's departure from the EU, aligning enforcement practices, and facilitating the efficient exchange of information across borders.

9.12 In practical terms, infringements committed by UK operators when working in the EU will be more easily reportable to the UK enforcement and regulatory authorities via ERRU, which may result in non-compliant operators facing quicker enforcement action. This may function as a deterrent to committing offences, thereby contributing to improvements to road safety.

9.13 Overall, the reconnection to ERRU and the sharing of information in relation to the fitness and repute of transport managers, serious drivers' hours and tachograph offences or other serious road safety breaches is considered to be in the public interest. As well as allowing the UK authorities to gather information on UK operators, the UK regulators are also able to share information on EU operators found to have committed serious infringements on UK roads with the relevant authorities in the EU, enabling them to act on the reports.

9.14 Government intervention in this case is necessary because only the government, through its enforcement agencies and regulators, holds the statutory authority and operational capability to collect, process, and share the relevant UK data required for participation in ERRU.

10. Monitoring and review

What is the approach to monitoring and reviewing this legislation?

10.1 The approach to monitoring this legislation will include ongoing liaison on the effectiveness of the UK national electronic registers and its interconnection to ERRU with DVSA, the Traffic Commissioners in Great Britain and in the licensing and enforcement authorities in Northern Ireland, the Department for Infrastructure and DVA.

10.2 As this instrument is only made under the relevant European Union Acts (as defined at 13.1) no review clause is required.

Part Three: Statements and Matters of Particular Interest to Parliament

11. Matters of special interest to Parliament

11.1 This statutory instrument will not create any new offences and has been assessed as not having a direct impact upon industry.

11.2 Keir Mather MP, Parliamentary Under Secretary of State at the Department for Transport, has therefore decided, further, to Schedule 5 to the European Union (Future Relationship) Act 2020,[38] that the instrument should be made subject to annulment in pursuance of a resolution of either House of Parliament.

12. European Convention on Human Rights

12.1 As the instrument is subject to the negative resolution procedure and does not amend primary legislation, no statement is required.

13. The Relevant European Union Acts

13.1 This instrument is made under section 31 of, and paragraph 27 of Schedule 5 to, the European Union (Future Relationship) Act 2020 and therefore relates to the UK's future relationship with the EU.

13.2 Keir Mather MP, Parliamentary Under Secretary of State at the Department for Transport, has made the following statement(s): "The instrument does not amend, repeal or revoke a provision or provisions in the Equality Act 2006 or the Equality Act 2010 or subordinate legislation made under those Acts".

[38] The European Union (Future Relationship) Act 2020: https://www.legislation.gov.uk/ukpga/2020/29/contents