POLICY NOTE

THE MOTOR VEHICLES (COMPETITIONS AND TRIALS) (SCOTLAND) AMENDMENT REGULATIONS 2025

SSI 2025/300

The above instrument was made in exercise of powers conferred by sections 13(2) and 13A(1) of the Road Traffic Act 1988. The instrument is subject to the negative procedure.

Summary Box

The purpose of this instrument is to make amendments to correct errors and improve drafting consistency in the Motor Vehicles (Competitions and Trials) (Scotland) Regulations 1976 (SI 1976/2019) ("the 1976 Regulations).

Policy Objectives

The 1976 Regulations set rules for the authorisation of competitions and trials involving motor vehicles on roads, except trials of speed. Certain "specified events" listed in the 1976 Regulations are subject to special authorisation rules. The Motor Vehicles (Competitions and Trials) (Miscellaneous Amendment) (Scotland) Regulations 2025 (SSI 2025/245) amended the "specified events" by listing four new events and removing the events previously listed. The events listed are generally trials of speed and so have been listed in the 1976 Regulations in error. This instrument therefore removes those listed events from those Regulations and meets a commitment made by the Scottish Government to correct this error. This will not have any impact on the way in which these events are run and they will continue to be authorised as necessary under the Motor Sport on Public Roads (Scotland) Regulations 2019 (SSI 2019/138).

UN Convention on the Rights of the Child (Incorporation) (Scotland) Act 2024 Compatibility

The Scottish Ministers have made the following statement regarding children's rights.

In accordance with section 23(2) of the United Nations Convention on the Rights of the Child (Incorporation) (Scotland) Act 2024, the Scottish Ministers certify that, in their view, The Motor Vehicles (Competitions and Trials) (Scotland) Amendment Regulations 2025 are compatible with the UNCRC requirements as defined by section 1(2) of the Act.

EU Alignment Consideration

This instrument is not relevant to the Scottish Government's policy to maintain alignment with the EU.

Consultation

The Scottish Ministers have consulted with representative bodies of the motorsports industry in accordance with section 195(2A) of the Road Traffic Act 1988. No changes are required to be made to these regulations as a result of the representation received. Consideration will be given to the points raised for potential future legislation.

Impact Assessments
No Business and Regulatory Impact Assessment has been undertaken since the proposed Regulations are for legislative clarity only.

Financial Effects
The Cabinet Secretary for Transport confirms that no BRIA is necessary as the instrument has no financial effects on the Scottish Government, local government or on business.

Transport Scotland
Roads Directorate

22 October 2025