

You also asked how the new arrangements compare to the previous situation under the Protocol. Under these old arrangements, there was no direct access in Northern Ireland to tariff rate quotas for lamb, beef or poultry, which meant that importers were subject to prohibitive out of quota rates. In contrast, the new arrangements ensure that over 13,000 tons of lamb, beef and poultry from key FTA partners and other countries around the world will now be covered by UK tariff rate quotas, reflecting Northern Ireland's integral place in the UK customs territory. These arrangements therefore provide substantial benefits for businesses and consumers in comparison to the Protocol, even accounting for grace periods and easements.

On the matter of discussions at the Interministerial Group on UK-EU Relations, the Group meets regularly to discuss the implementation of the Withdrawal Agreement and the Trade and Cooperation Agreement. In line with the Group's terms of reference, discussions take place in confidence. [Communiqués](#) from the group are published on GOV.UK.

Finally, you asked about feedback from stakeholder engagement. The Government has engaged extensively with a range of stakeholders including individual businesses and business representative organisations. The overwhelming response to the new arrangements has been positive, with stakeholders welcoming the announcement of a stable legal solution to address a long-standing issue. Stakeholders have also welcomed the inclusion of the review clause. The Government will continue to work closely with businesses and other interested parties ahead of implementation of the new arrangements.

16 May 2024

**PROPOSAL FOR A REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE
COUNCIL ON CIRCULARITY REQUIREMENTS FOR VEHICLE DESIGN AND ON
MANAGEMENT OF END-OF-LIFE VEHICLES, AMENDING REGULATIONS (EU) 2018/858
AND 2019/1020 AND REPEALING DIRECTIVES 2000/53/EC AND 2005/64/EC – COM
(2023) 451**

**Letter from the Chair to Anthony Browne MP, Parliamentary Under Secretary of State,
Department for Transport**

Thank you for your Explanatory Memorandum, dated 11 April 2024, on the above Regulation within scope of the Windsor Framework. The House of Lords Sub-Committee on the Windsor Framework considered this document at its meeting on 1 May 2024.

We note that “the Commission is seeking to agree a final proposal in early 2024.” Has a final proposal been agreed? If not, when do you expect it to be agreed given the upcoming EU elections?

We note that the EU has not notified the UK of its intention to apply this proposal to the Windsor Framework, “so it is uncertain which elements [of this proposal] it will seek to apply.” What is the UK Government's position on whether this legislation should apply in Northern Ireland? We note that your officials have had initial engagement with the EU via the Joint Consultative Working Group. What was the outcome of these discussions? When do you expect to be informed of the EU's intentions?

We note your view that “none of the measures in question will affect the movement or sale of vehicles in Northern Ireland” given the type-approval proposal contains exemptions for smaller manufacturers such as Wrightbus. Are there other elements of the proposed regulation which could affect Northern

Ireland manufacturers if the EU argued that the whole of the proposed regulation should be added to Annex 2 of the Windsor Framework? For example, would NI manufacturers have to comply with certain obligations regarding end-of-life vehicles and would there be associated costs? In particular, how would these regulations affect the second-hand car market in Northern Ireland?

You say that you are considering whether amendment to the GB scheme regarding recyclability requirements is required and that any decision “will be informed by any future consultation on the end-of-life vehicles regulatory regime led by DEFRA.” Are there any plans for such consultation in the future? If the GB scheme remains unamended is there potential for divergence between GB and NI?

We welcome your engagement with the Northern Ireland Executive in the preparation of this EM. Do you have plans to consult with business representatives in Northern Ireland?

We would be grateful for a response by 16 May 2024. In the meantime, we maintain an active interest in this matter.

02 May 2024

COMMISSION DELEGATED REGULATION SUPPLEMENTING DIRECTIVE 2003/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL BY LAYING DOWN RULES ON THE TIMING, ADMINISTRATION AND OTHER ASPECTS OF AUCTIONING OF GREENHOUSE GAS EMISSION ALLOWANCES & COMMISSION IMPLEMENTING REGULATION AMENDING IMPLEMENTING REGULATION (EU) 2018/2066 AS REGARDS UPDATING THE MONITORING AND REPORTING OF GREENHOUSE GAS EMISSIONS PURSUANT TO DIRECTIVE 2003/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL & COMMISSION DELEGATED REGULATION AMENDING DELEGATED REGULATION (EU) 2019/1122 SUPPLEMENTING DIRECTIVE 2003/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL AS REGARDS THE FUNCTIONING OF THE UNION REGISTRY C(2023) 7112 FINAL & COMMISSION IMPLEMENTING REGULATION LAYING DOWN RULES FOR THE APPLICATION OF DIRECTIVE 2003/87/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL AS REGARDS THE CONTENT AND FORMAT OF CLIMATE-NEUTRALITY PLANS NEEDED FOR GRANTING FREE ALLOCATION OF EMISSION ALLOWANCES - C(2023)6751 & C(2023)6783 & C(2023)7112 & C(2023)7298.

Letter from the Chair to Rt Hon Graham Stuart MP, Minister of State for Energy Security & Net Zero, Department for Energy Security & Net Zero

Thank you for your letter, dated 29 December 2023, about the above proposed measures. The House of Lords Sub-Committee on the Windsor Framework considered the letter at its meeting on 10 January 2024. I am also replying on behalf of Sir William Cash CH MP, Chair of the Commons European Scrutiny Committee.

We regret that this is the second time that a Government department has written to us to ask not to submit an EM in the last few months.

It is important that Government provide thorough and timely information on EU documents within the scope of the Windsor Framework. As you will be aware, this was recognised by this Government at