



## **REPEAL BILL**

***“A bill will be introduced to repeal the European Communities Act and provide certainty for individuals and businesses.”***

*The purpose of the Bill is to:*

- End the authority of European Union law in the United Kingdom and return powers from Brussels to the UK.
- Provide a functioning statute book on the day we leave the European Union and ensure that it is for our sovereign Parliament (and where appropriate the devolved legislatures) to make any future changes to our laws.

*The main benefits of the Bill are:*

- Allowing for a smooth and orderly transition as the UK leaves the EU, ensuring that, wherever practical, the same rules and laws apply after exit and therefore maximising certainty for individuals and businesses.
- The UK Parliament (and where appropriate the devolved legislatures) will be free to make any future changes to our laws.

*The main elements of the Bill are:*

- Repealing the European Communities Act 1972 and converting EU law into UK law as we leave the EU.
- Creating temporary powers to make secondary legislation, enabling corrections to be made to the laws that do not operate appropriately once we have left the EU. It will also allow changes to be made to domestic law to reflect the content of any withdrawal agreement under Article 50.
- Replicating the common UK frameworks created by EU law in UK law, and maintaining the scope of devolved decision making powers immediately after EU exit. This will be a transitional arrangement to provide certainty after exit and allow intensive discussion and consultation with devolved administrations on where lasting common frameworks are needed.

*Territorial extent and application*

- The Bill's substantive provisions would apply to the whole of the UK.

*Key facts*

- Throughout the statute book, there are references that will no longer be accurate once we leave the EU, such as references to “EU law” or “EU obligations”. These will need to be repealed or amended to ensure we have a comprehensive statute book post-exit, so the power to correct the law would allow the Government to amend converted law to reflect our new position.
- There will be law which upon leaving the EU will no longer work at all due to, for example, reference to an EU institution that will no longer be relevant to the UK. In this instance the power to correct the law would allow the Government to amend our domestic legislation either to replace the reference to an EU institution with a UK body (or bodies) or remove the reference completely.
- Once we leave the EU, there will be areas of law where legislation would continue to work legally and can be complied with, but where the policy outcome delivered by that legislation might cease to make sense. For example, information sharing with EU institutions. In this case where the law no longer functions as intended, the Government would be able to amend or repeal these converted regulations to reflect that such an arrangement should only exist if it has been separately agreed, or is otherwise in the UK's interest.

## **CUSTOMS BILL**

***“New bills on trade and customs will help to implement an independent trade policy.”***

*The purpose of the Bill is to:*

- Provide new domestic legislation to replace EU customs legislation and modify elements of the indirect taxes system. This will allow the UK to operate standalone customs and indirect taxes regime on exit from the EU, whatever the outcome of the negotiations.

*The main benefits of the Bill would be:*

- To allow the Government to operate standalone domestic customs and indirect taxes regimes when the UK leaves the EU, whatever the outcome of negotiations.
- The Bill will allow the UK to continue to provide a world-leading customs service after the UK exits the EU. In order to provide continuity for businesses, the customs legislation will mostly be based on existing EU law.

*The main elements of the Bill are:*

To provide a domestic legislative framework allowing the Government to:

- Charge customs duties on imported goods and adjust the rates of these duties.
- Collect payments of customs duties, administer the customs regime, and tackle duty evasion.
- Control the import and export of goods.
- Accommodate potential negotiated arrangements with the EU.

*Territorial extent and application*

- The Bill would apply to the UK. Customs, VAT, and excise regimes are reserved matters.

*Key facts*

- The UK delivers a highly effective customs service. The UK maintained 5th place globally in the World Bank logistic performance index in 2016.
- The UK handled 55 million customs declarations in 2016 – 99% of them electronically.
- The UK annually collects around £28 billion in import VAT, nearly £8 billion in excise duties on imports, and over £3 billion in Customs Duty.

## **TRADE BILL**

***“New bills on trade and customs will help to implement an independent trade policy.”***

*The purpose of the Bill is:*

- To support the UK in making a smooth exit from the European Union and ensure that UK businesses are able to benefit from trade with the rest of the world.#
- To cement the UK’s leading role as a great, global trading nation, whilst ensuring UK businesses are protected from unfair trading practices.

*The main benefits of the Bill would be:*

- To establish the tools we need to deliver the best international trading framework for the UK outside of the European Union, including an effective trade remedies regime.
- To ensure our trade policy reflects the needs and potential of businesses and consumers throughout the UK, and helps create a country that is stronger, fairer, more united and more outward-looking than ever before.
- To meet the manifesto commitment to “introduce a Trade Bill in the next Parliament” (p.15).

*The main elements of the Bill are:*

- To put in place the essential and necessary legislative framework to allow the UK to operate its own independent trade policy upon exit from the European Union.

*Territorial extent and application*

- The Bill would apply to the UK.

*Key facts*

- In 2016, the value of exports to the UK economy was £547.6 billion, up 23.2% on 2010 and up 5.8% on 2015. The value of imports was £584.6 billion, up 20.1% on 2010 and up 6.8% on 2015.
- Goods exports represented around 55% and service exports represented around 45% of all UK exports in 2016.
- The Department of International Trade recorded a record-breaking number of Foreign Direct Investment (FDI) projects coming into the UK in 2015/16 at 2,213, up 11% on 2014/15.
- The UK has established nine working groups with 15 countries and high-level dialogues to explore the best ways of progressing our trade and investment relationships.

## **IMMIGRATION BILL**

***“This will be complemented by legislation to ensure that the United Kingdom makes a success of Brexit, establishing new national policies on immigration.”***

*The purpose of the Bill is to:*

- Allow the Government to end the EU’s rules on free movement of EU nationals in the UK and make the migration of EU nationals and their family members subject to relevant UK law once the UK has left the EU, whilst still allowing the UK to attract the brightest and the best.

*The main benefits of the Bill would be:*

- To ensure we have the flexibility to create a fair and sustainable immigration system that gives us control over the numbers of people who come to the UK from the EU.

*The main elements of the Bill are:*

- To allow the Government to repeal EU law on immigration, primarily free movement that will be saved and converted into UK law by the Repeal Bill.
- To allow the Government to make the migration of EU nationals and their family members subject to relevant UK law once the UK has left the EU.

*Territorial extent and application*

- The Bill would apply to the UK. Immigration is a reserved matter.

*Key facts*

- The Repeal Bill will save and convert EU law into UK law before we leave the EU. We are introducing an Immigration Bill that allows us to end free movement in the UK and bring EU nationals within the UK’s immigration system.

## **AUTOMATED AND ELECTRIC VEHICLES BILL**

***“Legislation will be introduced to ensure the United Kingdom remains a world leader in new industries, including electric cars.”***

*The purpose of the Bill is to:*

- Allow innovation to flourish and ensure the next wave of self-driving (automated) technology is invented, designed and operated safely in the UK.
- Ensure we retain our position as a global leader in the market for electric vehicles by improving our national charging and hydrogen refuelling infrastructure.

*The main benefits of the Bill would be:*

- To put the UK at the forefront of automated vehicle ownership and use and maintain our position as one of the best places to research and develop modern transport technologies.
- To ensure a world-class infrastructure which supports the rapid adoption and use of electric vehicles by consumers as more mass market models become available, helping improve air quality.
- This supports the ambitions set out in the manifesto for the UK to “lead the world in electric vehicle technology and use”, with “almost every car and van to be zero emission by 2050” (p.24), and to continue preparing the UK for automated vehicles (p.81).

*The main elements of the Bill are:*

- Extending compulsory motor vehicle insurance to cover the use of automated vehicles, to ensure that compensation claims continue to be paid quickly, fairly, and easily, in line with longstanding insurance practice.
- Allowing the Government to require the installation of charge points for electric vehicles at motorway service areas and large fuel retailers, and to require a set of common technical and operational standards. This will ensure that charge points are convenient to access and work seamlessly right across the UK.

*Territorial extent and application*

- The provisions for automated vehicles would apply to England, Wales and Scotland. These are reserved matters.
- The provisions relating to electric vehicle infrastructure would apply to the whole of the UK and are reserved matters, except for in Northern Ireland where we will seek a legislative consent motion.

*Key facts*

- Official research indicates that the market for automated vehicles in the UK will be worth £28 billion by 2035. The Government is investing over £200 million in research and testing infrastructure to ensure the UK remains one of the best places to develop this technology.
- Connected and Automated Vehicle technologies have the potential to greatly reduce the occurrence of road traffic collisions. In 2015 85.7% of reported collisions that caused personal injury accidents in Great Britain involved human error.
- There are now over 100,000 vehicles in the UK fleet that have benefited from the Government Plug in Car Grant for electric vehicles. More than 13,800 ultra-low emission vehicles were registered in the first quarter of 2017, an increase of 17% from the same period in 2016.
- The Government has committed to spend £600 million during this Parliament to support the growing market for ultra-low emission vehicles, and a further £270 million funding was announced at Autumn Statement 2016.
- The UK is the largest market for electric vehicles in the EU and a global leader in electric vehicles’ development and manufacture – 1 in 5 electric cars sold in the EU in 2016 was made in the UK.

## **CIVIL LIABILITY BILL**

***“Legislation will also be introduced to [...] help reduce motor insurance premiums.”***

*The purpose of the Bill is to:*

- Ensure there is a fair, transparent and proportionate system of compensation in place for damages paid to genuine personal injury claimants.

*The main benefits of the Bill would be:*

- Tackling the continuing high number and cost of whiplash claims to put money back in the pockets of motorists through reduced insurance costs.
- Ensuring that full and fair compensation is paid to genuinely injured claimants.

*The main elements of the Bill are:*

- To tackle the rampant compensation culture and reduce the number and cost of whiplash claims by banning offers to settle claims without the support of medical evidence and introducing a new fixed tariff of compensation for whiplash injuries with a duration of up to two years.

*Territorial extent and application*

- The Bill would apply to England and Wales.

*Key facts*

- The volume of road traffic accident related personal injury claims is around 50% higher than 10 years ago (520,000 claims registered in 2006/07 compared with 780,000 in 2016/17) despite huge advances in vehicle safety.
- Motorists could see on average savings of around £35 per year passed on through reduced insurance premiums.