

Net Zero, Energy and Transport Committee  
Tuesday 18 November 2025  
34<sup>th</sup> Meeting, 2025 (Session 6)

## Note by the Clerk on the Motor Vehicles (Competitions and Trials) (Scotland) Amendment Regulations 2025 (SSI 2025/300)

### Overview

1. At this meeting, the Committee will consider the following Scottish Statutory Instrument (SSI), which is subject to the negative procedure. The Committee is invited to consider the instrument and decide what, if any, recommendations to make.
2. More information about the instrument is summarised below:

**Title of instrument:** [Motor Vehicles \(Competitions and Trials\) \(Scotland\) Amendment Regulations 2025 \(SSI 2025/300\)](#)

**Laid under:** sections 13(2) and 13A(1) of the [Road Traffic Act 1988](#)

**Laid on:** 30 October 2025

**Procedure:** Negative

**Deadline for committee consideration:** 1 December 2025 (Advisory deadline for any committee report to be published)

**Deadline for Chamber consideration:** 8 December 2025 (Statutory 40-day deadline for any decision whether to annul the instrument)

**Commencement:** 9 December 2025

### Procedure

3. Under the negative procedure, an instrument is laid after it is made, and is subject to annulment by resolution of the Parliament for a period of 40 days beginning on the day it is laid.
4. Once laid, the instrument is referred to:
  - the Delegated Powers and Law Reform (DPLR) Committee, for scrutiny on various technical grounds, and
  - a lead committee, whose remit includes the subject-matter of the instrument, for scrutiny on policy grounds.
5. Any MSP may propose, by motion, that the lead committee recommend annulment of the instrument. If such a motion is lodged, it must be debated at a

meeting of the Committee, and the Committee must then report to the Parliament (by the advisory deadline referred to above).

6. If there is no motion recommending annulment, the lead committee is not required to report on the instrument.

## **Delegated Powers and Law Reform Committee consideration**

7. The DPLR Committee considered the instrument on 11 November 2025 and reported on it in its [84th Report, 2025](#). The DPLR Committee made no recommendations in relation to the instrument and welcomed that the instrument fulfils a commitment to correct an error made in a previous SSI.

## **Purpose of the instrument**

8. 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](#) (“the 1976 Regulations”).
9. 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](#) (which the Committee considered on [7 October](#)) 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.
10. This instrument therefore removes those listed events from those Regulations and meets a commitment made by the Scottish Government to correct this error. The policy note states that 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).
11. The Policy Note accompanying the instrument is included in Annexe A. It includes a summary of consultation undertaken on the instrument, impact assessments carried out, and the anticipated financial effects.

## **Committee consideration**

12. So far, no motion recommending annulment has been lodged.
13. Members are invited to consider the instrument and decide whether there are any points they wish to raise. If there are, options include:
  - seeking further information from the Scottish Government (and/or other stakeholders) through correspondence, and/or

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- inviting the Minister (and/or other stakeholders) to attend the next meeting to give evidence on the instrument.
14. It would then be for the Committee, at the next meeting, to consider the additional information gathered and decide whether to make recommendations in relation to the instrument.
15. If members have no points to raise, the Committee should note the instrument (that is, agree that it has no recommendations to make).
16. However, should a motion recommending annulment be lodged later in the 40-day period, it may be necessary for the Committee to consider the instrument again.

**Clerks to the Committee  
November 2025**

## **Annexe A: Scottish Government 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**

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**