



Trade Developments

23 September 2026

Welcome to this edition of Trade Developments, brought to you by Deloitte's trade policy team in the UK. This newsletter brings you curated insights, updates and analysis, helping you to understand and navigate the complexities of the rapidly evolving trade landscape.

For in-depth resources and support, check out our dedicated [webpage](#) or contact our team at tradesupport@deloitte.co.uk.

US trade developments

Read the latest analysis of US trade developments, including Russian sanctions, import bans on Canadian products and IEEPA tariff refunds in [this article](#) published by Deloitte US.

UK inclusion in EU 'Made in Europe' policy

The UK Government is understood to be [seeking assurances](#) that British manufacturers will be included in the EU's proposed 'Made in Europe' (Industrial Accelerator Act) policy. The policy is intended to strengthen European manufacturing and protect domestic industries from foreign competition by directing public procurement, subsidies and tax incentives towards goods produced within the EU.

Chancellor John Healey is understood to have raised the issue with EU finance ministers in Dublin on 18 September, arguing that new local-content requirements should avoid creating barriers between the UK and EU. Prime Minister Andy Burnham has had parallel discussions with European Commission President Ursula von der Leyen and President Macron.

Exclusion of the UK from the initiative could have ramifications for sectors including automotive manufacturing, chemicals, nuclear energy and green hydrogen, where supply chains are closely integrated with the EU. The automotive sector is particularly exposed, with UK suppliers exporting around £15 billion of components to Europe each year. The issue is expected to contribute to discussions as part of the next stage of the UK-EU reset talks, alongside negotiations covering food and drink, emissions trading and defence cooperation. No official date has yet been set for the postponed UK-EU summit.

Andy Burnham discussions at UNGA

At the United Nations General Assembly (UNGA) this week, Prime Minister Andy Burnham has been meeting with world leaders and reiterating his stance of wanting Britain to build a more dynamic economy that trades with the world. He [met](#) European Commission President Ursula von der Leyen and discussed the importance of the UK-EU summit, as well as [meeting](#) with President Trump where the two welcomed the importance of trade between the UK and US. Prime Minister Burnham also [met](#) with President Erdoğan where the leaders agreed to increase efforts to finalise FTA negotiations – the UK and Türkiye opened negotiations for an enhanced FTA in 2025.

WTO Public Forum and World Trade Report 2026

The World Trade Organisation's (WTO) annual Public Forum took place from 15 to 17 September under the theme "Powering the Future". Governments, businesses and academia discussed the future of the multilateral trading system following an inconclusive Ministerial Conference (MC14) earlier this year. MC14 closed without an agreement on the WTO's key challenges including reform and e-commerce. Our previous analysis of MC14 can be found [here](#).

Reform featured prominently at the forum. WTO Director-General Ngozi Okonjo-Iweala noted that more than 70% of world trade is conducted under the WTO's most favoured nation rules, but the organisation faces significant challenges. Services formed a core part of the programme – according to the WTO, trade in services now accounts for more than two thirds of global GDP. An overarching message was that WTO rules on services have not kept pace with how quickly the sector is evolving.

The Forum also saw the launch of the WTO's World Trade Report 2026. The report identifies the wider distribution of economic power, a greater role for government interventions, the changing nature of trade and rising geopolitical tensions as some of the most prominent challenges facing the WTO. It also highlights the economic benefits of multilateral cooperation, estimating that stronger cooperation could increase global GDP by 2.9% and global exports by 17.9% by 2050, while fragmentation into competing geopolitical blocs could reduce global GDP by 5.1%. The report can be found [here](#).

UK-ASEAN joint declaration on economic cooperation

On 22 September, Ministers of the Association of Southeast Asian Nations (ASEAN) and the UK adopted a joint ministerial declaration on future economic cooperation, marking the fifth anniversary of the UK-ASEAN Dialogue Partnership and setting out priorities for deepening economic ties between the two sides. The declaration notes that UK-ASEAN trade exceeded £62 billion in 2025 and reaffirms a shared commitment to an open, rules-based trading system with the WTO at its core.

The declaration spans trade, economic resilience, financial services, regulatory reform, the digital economy and clean energy. Both sides recognise the importance of regulatory environments that facilitate trade, and digital trade in particular. Key areas of focus include supporting implementation of ASEAN's Digital Economy Framework Agreement (DEFA), promoting trusted cross-border data flows, strengthening supply chain resilience and advancing cooperation on sustainable finance. The joint declaration can be found [here](#).

UK-EU electric vehicle rules

European automotive manufacturers have called on the UK and EU to delay stricter rules of origin for electric vehicles due to take effect on 1 January 2027. Under the requirements, vehicles must contain specified levels of UK or EU-produced batteries and components to qualify for tariff-free trade. Vehicles that fail to meet the requirements could face a 10% tariff when traded between the two markets. The requirements were originally scheduled to apply from 2024 but were postponed to 2027 following concerns about the readiness of domestic battery supply chains.

Manufacturers have warned that European battery production has developed more slowly than expected, leaving many vehicles reliant on imported cells, battery materials and components. The European Automobile Manufacturers' Association (ACEA) estimates that the rules could cost the industry €1.5 billion annually and has proposed delaying the battery-pack requirements until 2030 and the cathode-material requirements until 2032. The ACEA proposal can be found [here](#).

Duties on US biodiesel

The Business Secretary has decided against imposing countervailing duties on imports of hydrotreated vegetable oil biodiesel from the US. The decision followed a Trade Remedies Authority (TRA) investigation which found that US imports were subsidised and had caused injury to the UK industry.

The TRA had recommended a fixed duty of between £258.10 and £266.68 per tonne. However, its economic interest assessment concluded that applying the measure would be contrary to the UK's wider economic interests, reflecting the absence of dedicated domestic HVO production and the potential impact on UK users. No anti-subsidy duties will therefore be applied and the requirement for HMRC to register the affected imports has ended. The government's publication can be found [here](#).

India to leave the Developing Countries Trading Scheme

The UK Government has confirmed that India will leave the UK's Developing Countries Trading Scheme (DCTS) following the signing of the UK-India Comprehensive Economic and Trade Agreement. The DCTS is a trade preference scheme that improves UK market access for developing nations. India will continue to benefit from the scheme during a two-year transition period which will end on 14 July 2028.

Countries that sign an FTA with the UK graduate from DCTS and begin to trade under the reciprocal terms of the new agreement. Businesses importing goods from India will need to consider the timing of the transition and whether their goods meet the relevant rules of origin under the CETA when claiming preferential tariffs. The government's announcement can be found [here](#).

Progress in removal of market access barriers

The Department for Business and Trade (DBT) reported that between April and June 2026, officials fully resolved 35 market access barriers and partly resolved a further two. The total of 37 was one lower than in the previous quarter. DBT (being renamed as DBIST) defines a market access barrier as a legal, regulatory or administrative practice that impedes a business from exporting or investing overseas.

Africa, Eastern Europe and Central Asia, and Europe each accounted for six resolved barriers, followed by the Asia-Pacific region with five. The figures provide an indication of government activity, although they do not quantify the value of the opportunities created by resolving the barriers. The government's statistics can be found [here](#).

Deloitte Analysis: CPTPP – is UK membership delivering for business?

Almost two years after joining the CPTPP trade area, modest gains are being reaped by UK businesses – in particular, those benefiting from accelerated tariff liberalisation and more flexible rules of origin.

The UK has bilateral trade agreements with several CPTPP members, which provides traders with optionality but limits the potential gains from CPTPP in isolation. Greater economic value is expected with expansion of the bloc and by deepening existing trade provisions.

The strategic value of the agreement is becoming clearer, in providing a framework for like-minded trading partners to maintain open markets and operate under shared, enforceable rules, supporting greater predictability for businesses and enhancing economic security.

Read our analysis [here](#).

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