



Notification Number: 2014/518/UK

The Road Vehicles (Construction and Use) (Amendment) Regulations 2015

Date received : 24/10/2014

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Message

Message 001

Communication from the Commission - TRIS/(2014) 03134

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelerítés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2014/0518/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμμία έναρξη προθεσμίας - Does not open the delays - N'ouvre pas de délais - Non fa decorrere la mora - Neietekmē atlikšanu - Atidėjimai nepradedami - Nem nyitja meg a késések - Ma' jiftaħ il-perijodi ta' dawmien - Geen termijnbegin - Nie otwiera opóźnień - Nao inicia o prazo - Neotvorí oneskorenia - Ne uvaja zamud - Määräaika ei ala tästä - Inleder ingen frist - Не се предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 201403134.EN)

1. Structured Information Line

MSG 001 IND 2014 0518 UK EN 24-10-2014 UK NOTIF

2. Member State

UK

3. Department Responsible

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3. Originating Department

Department for Transport
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4. Notification Number

2014/0518/UK - T40T

5. Title

The Road Vehicles (Construction and Use) (Amendment) Regulations 2015

6. Products Concerned

These regulations concern wheeled agricultural tractors (category T tractors) as defined by Regulation (EU) No 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural and forestry vehicles and wheeled agricultural trailers.

7. Notification Under Another Act

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8. Main Content

Key words: agricultural tractors, trailers

These draft Regulations amend the Road Vehicles (Construction and Use) Regulations 1986 ("the 1986 Regulations") in order to increase the effective speed and laden weight limits that apply to certain category T tractors.

These draft Regulations will amend the 1986 Regulations to increase the maximum authorised laden weight of combinations of category T tractors and trailers on roads in Great Britain from 24,390 kg to 31,000 kg.

The maximum speed limit for wheeled agricultural tractors with or without a trailer is currently 40mph in Great Britain, as set out in the Road Traffic Regulation Act 1984. The 1986 Regulations set a further threshold, currently of 20mph, for category T tractors with or without a trailer on roads in Great Britain that do not meet certain technical requirements. Tractors travelling above this speed must comply with higher technical standards.

These draft regulations will amend the 1986 Regulations to increase the speed threshold at which category T tractors are required to comply with higher standards of vehicle construction and use under the 1986 Regulations from 20 mph to 40 km/h in respect of the following components and characteristics:

- Braking systems
- Maintenance and efficiency of brakes
- Springs and resilient material
- Tyres
- Tyre loads and speed rating
- Condition and maintenance of tyres
- Window glass
- Mirrors
- Windscreen wipers and washers
- Speedometers
- Audible warning instruments



- Noise limits
- Emissions
- Wings
- Wheel and axle weights

These draft regulations contain a provision to increase the threshold to 40 km/h (24.85 mph) from 20 mph in the regulations being amended. We wish to explore whether 25 mph can be treated as the equivalent of 40 km/h for the purposes of certain European legislation. Depending on that we may then express the new threshold as 25 mph instead of 40 km/h in the final measure that is adopted. This would be consistent with the UK's option to use miles instead of kilometres when measuring speed and distance (under the Units of Measurement Directive 80/181/EEC) and would be consistent with the general operation in the UK of a system of road traffic regulation and enforcement by reference to mph measured in whole integers.

These changes are expected to be introduced in Great Britain by March 2015.

9. Brief Statement of Grounds

The speed and weight limits for tractors in Great Britain have not kept up to date with the technical advances in agricultural machinery as a result of improved design and manufacturing standards, including EU type approval. The limits in the current regulations were set pre-1986.

Tractors have, over the last 30 years, gotten heavier and larger. Current weight restrictions to the total combined weight of tractors and trailers offer British farmers a perverse incentive to use smaller tractors to pull large trailers, in order to maximise the amount of produce that they can carry within the maximum weight allowed. Larger tractors pulling trailers laden to the same weight will tend to be better matched to the loads. There would also be fewer journeys and hence less risk of incidents. Increasing the combination weight limit will allow farmers to have more flexibility in sizing their combinations, allow larger tractors to haul the same maximum loads that smaller ones do already and will offer some farmers a modest increase in the amount of produce they can carry in each journey.

Type approval for agricultural tractors covers tractors with maximum design speeds of up to, or over, 40km/h but current regulations unnecessarily restrict British farmers to 20mph, adding time and cost on to their operations. Those tractors allowed to exceed 40km/h (25mph) will continue to be subject to tighter design and regulatory requirements.

These regulations are being updated in order to:

- better reflect the capabilities of modern agricultural machinery
- improve the efficiency of the farming sector
- boost the economy

It is estimated that these changes will generate almost £62m in deregulatory benefits to British farmers per year.

10. Reference Documents - Basic Texts

References of the Basic Texts: 1. The Road Vehicles (Construction and Use) (Amendment) Regulations 2015 - Draft
2. The Road Vehicles (Construction and Use) Regulations 1986 (as amended)

11. Invocation of the Emergency Procedure

No



12. Grounds for the Emergency

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13. Confidentiality

No

14. Fiscal measures

No

15. Impact assessment

Yes

16. TBT and SPS aspects

TBT aspect

No - The draft has no significant impact on international trade

SPS aspect

No - The draft has no significant impact on international trade

European Commission

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