



Notification Number: 2014/548/UK

The Pedal Cycles (Construction and Use) (Amendment) Regulations 2015

Date received : 12/11/2014

End of Standstill : 13/02/2015

Message

Message 001

Communication from the Commission - TRIS/(2014) 03303

Directive 98/34/EC

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2014/0548/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 késéket - 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: 201403303.EN)

1. Structured Information Line

MSG 001 IND 2014 0548 UK EN 12-11-2014 UK NOTIF

2. Member State

UK

3. Department Responsible

Department for Business, Innovation and Skills
European Reform Directorate
1 Victoria Street, London, SW1H 0ET.

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3. Originating Department

Department for Transport
International Vehicle Standards Division, 1/34 Great Minster House, 33 Horseferry Road
London SW1P 4DR



4. Notification Number

2014/0548/UK - T40T

5. Title

The Pedal Cycles (Construction and Use) (Amendment) Regulations 2015

6. Products Concerned

These regulations prescribe the requirements that pedal cycles and electrically assisted pedal cycles must meet when used on roads in Great Britain.

7. Notification Under Another Act

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8. Main Content

The 1983 regulations prescribe requirements that pedal cycles and electrically assisted pedal cycles (EAPCs) must meet when used on roads in Great Britain. The amendments that are the subject of this Notification concern only electrically assisted pedal cycles (EAPCs). The definition of EAPC when used on roads in GB is in separate regulations that were the subject of Notification 2014/402/UK.

Currently, EAPCs must be fitted with:

- (a) A plate securely fixed in a conspicuous and readily accessible position showing—
 - (i) the name of the manufacturer of the vehicle;
 - (ii) the nominal voltage of the battery (as defined in a withdrawn 1971 British Standard); and
 - (iii) the continuous rated output (as defined in the withdrawn 1971 British Standard) of the motor.
- (b) Braking systems which are so designed and constructed that they comply with the standards specified in a withdrawn 1981 British Standard.
- (c) A battery which does not leak so as to be a source of danger.
- (d) A device biased to the off position which allows power to come from the motor only when the device is operated so as to achieve that result.

The draft amending regulations that are the subject of this Notification make the following changes:

- Vehicles must be marked either with the information currently required, as listed under (a) above, (applying mainly to vehicles already in service) or with the information required in the current EPAC BS EN standard 15194:2009 + A1:2011 - i.e.
 - name of manufacturer;
 - the maximum speed at which the motor can propel the vehicle; and
 - the maximum continuous rated power of the motor of the vehicle.
- EAPCs must be fitted with brakes that comply with section 4.6.8 of the latest "City Bikes" BS EN ISO standard 4210-2 : 2014.
- A "mutual recognition" provision for equivalent European standards is added. (NB: in relation to Notification 2014/402/UK, we have recently received a comment from the European Commission concerning the inclusion of Turkey in the mutual recognition provision. We will take that comment into consideration for this amendment also and make appropriate changes to the final text).

The GB definition of EAPC for use on roads in GB incorporates "twist and go" cycles - i.e. those that can be started without pedal assistance but which otherwise meet the limitations on motor power and motor assist



cut-off speed (and provided that the vehicle is still capable of being propelled by the pedals). In future, such vehicles will need to be approved to EU Regulation 168/2013 because they lie outside the exemption in Article 2(2)(h) of that Regulation. Accordingly, for brakes, the amending regulations refer to the type approval requirements for vehicles within the scope of EU 168/2013. The new vehicle marking option is compatible with type approval requirements in EU 168/2013 and its associated EU Regulations.

9. Brief Statement of Grounds

UK government policy is to encourage people to cycle in order to:

- improve health;
- reduce congestion, pollution, and operating costs for commercial users.

Since the 1983 Regulations came into force, there have been significant developments in applicable technology, consumer markets and cycle use.

The changes that are the subject of this Notification complement those contained in Notification 2014/402/UK and align with the latest BS EN ISO standards. In particular, they are intended to ensure that cycles for the European market may be used on GB roads without the need for additional markings, whilst facilitating roadside enforcement through the display of information critical to the identification of non-compliant vehicles.

10. Reference Documents - Basic Texts

References of the Basic Texts: The Pedal Cycles (Construction and Use) Regulations 1983 (SI 1983 No. 1176)

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

Impact Assessment not available

16. TBT and SPS aspects

TBT aspect

No - The draft has no significant impact on international trade

SPS aspect



EUROPEAN COMMISSION
GROWTH DIRECTORATE-GENERAL

Single Market for goods
Prevention of Technical Barriers

No - The draft is not a sanitary or phytosanitary measure

European Commission

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