



Notification Number: 2015/538/UK

The Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 201[5] - Draft

Date received : 24/09/2015

End of Standstill : Closed

Message

Message 001

Communication from the Commission - TRIS/(2015) 02951

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 : 2015/0538/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 késéset - 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.

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1. Structured Information Line

MSG 001 IND 2015 0538 UK EN 24-09-2015 UK NOTIF

2. Member State

UK

3. Department Responsible

Department for Business, Innovation and Skills
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3. Originating Department

Department of the Environment
Road Safety and Vehicle Regulation Division
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Northern Ireland

4. Notification Number

2015/0538/UK - T40T

5. Title

The Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 201[5] - Draft

6. Products Concerned

These regulations concern wheeled agricultural tractors (category T tractors) as defined by Regulation (EU) 167/2013 of the European Parliament and of the Council on the approval and market surveillance of agricultural 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 (Northern Ireland) 1999 (the 1999 Regulations) in order to increase the effective speed and laden weight limits that apply to certain category tractors.

These draft Regulations will amend the 1999 Regulations to increase the maximum authorised laden weight combinations of category T tractors and trailers on roads in Northern Ireland from 24390 kg to 31000kg.

The maximum speed limit for wheeled agricultural tractors with or without a trailer is currently 40mph in Northern Ireland as set out in the The Motor Vehicles (Speed Limits) Regulations (Northern Ireland) 1989. The 1999 Regulations set a further threshold, currently of 20mph, for category T tractors with or without a trailer on roads in Northern Ireland that do not meet certain technical requirements. Tractors travelling above this speed must comply with higher technical standards.

These draft Regulations will amend the Motor Vehicle (Construction and Use) Regulations (Northern Ireland) 1999 to increase the speed threshold at which category T tractors are required to comply with higher standards of construction and use under the 1999 Regulations from 20 mph to 40 km/h in respect of the following components and characteristics -

- a) braking systems;
- b) maintenance and efficiency of brakes;
- c) springs and resilient material;
- d) tyres;
- e) tyre loads and speed ratings;
- f) condition and maintenance of tyres;
- g) glass;
- h) mirrors;



- i) windscreen wipers and washers;
- j) speedometers;
- k) audible warning instruments;
- l) noise limits;
- m) emissions;
- n) wings; and
- o) wheel and axle weights.

The draft Regulations also amend the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1999 to-

- a) increase the speed threshold at which most agricultural trailers are required to comply with higher braking standards from 20 mph to 40 km/h; and
- b) increase the maximum authorised laden weight of combinations comprising category T tractors and certain agricultural trailers from 24,390kg to 31,000kg.

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, become heavier and larger. Current weight restrictions to the total combined weight of tractors and trailers offer Northern Ireland 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 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
- reflect the recent change in GB Construction and Use legislation therefore harmonising UK legislation

10. Reference Documents - Basic Texts

References of the Basic Texts: The Road Vehicles (Construction and Use) Regulations (Northern Ireland) 1999

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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