



Notification Number: 2018/52/UK

The Road Vehicles (Approval) and Passenger Car (Fuel Consumption and CO2 Emissions Information) (Amendment) Regulations 2018.

Date received : 05/02/2018

End of Standstill : 08/05/2018

Message

Message 001

Communication from the Commission - TRIS/(2018) 00285

Directive (EU) 2015/1535

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notification - Notifica - Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo - Ilmoitus - Anmälan - Нотификация : 2018/0052/UK - Notificare.

No abre el plazo - Nezahtuje odklady - Fristerne indledes ikke - Kein Fristbeginn - Viivituste perioodi ei avata - Καμία 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 - Não 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: 201800285.EN)

1. Structured Information Line

MSG 001 IND 2018 0052 UK EN 05-02-2018 UK NOTIF

2. Member State

UK

3. Department Responsible

Department for Business, Energy & Industrial Strategy
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3. Originating Department



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4. Notification Number

2018/0052/UK - T40T

5. Title

The Road Vehicles (Approval) and Passenger Car (Fuel Consumption and CO2 Emissions Information) (Amendment) Regulations 2018.

6. Products Concerned

Motor vehicles. New cars, trucks, buses and trailers, including the labels and promotional material associated with them.

7. Notification Under Another Act

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8. Main Content

The draft regulations make amendments to national approval schemes for Small-series type approval and Individual approval, which were set up in 2009 as foreseen under Article 23 and 24 of Directive 2007/46/EC. The national approval schemes offer manufacturers who sell low volumes of vehicles and sell them only into the UK, an alternative to obtaining European Whole Vehicle Type Approval. The regulations include provisions for accepting national approvals from other countries, in line with Articles 23-6, 23-7 and 24-6 of the Directive which specify the Mutual Recognition procedures which must be followed. The technical standards for the national approval schemes have been updated to cover the latest EU regulations on Emissions and Safety, and are closely based on the requirements in the relevant EC Directives.

In addition we are proposing an amendment to passenger car fuel consumption regulations, in order to implement Commission Recommendation of 31.5.2017 on the use of fuel consumption and CO2 emission values type-approved and measured in accordance with the World Harmonised Light Vehicles Test Procedure when making information available for consumers pursuant to Directive 1999/94/EC of the European Parliament and of the Council around the introduction of WLTP testing.

Keywords - Motor vehicles, trailers, type approval

9. Brief Statement of Grounds

The Directive allows Member States to operate national approval schemes, which must remain within certain parameters. Industry and other stakeholders in the UK use such schemes in order to maintain choice in the marketplace, to permit low volume specialist vehicles to continue to be sold, to permit individuals to import vehicles from outside the EC, and to protect small businesses selling low volume vehicles. The schemes require amendment to ensure that the latest EU requirements on emissions testing and safety equipment are clearly specified in the regulations governing the scheme.



At the same time, due to the implementation of a new WLTP laboratory test into EU law, the fuel consumption figures thereby obtained need to be provided in labels in showrooms and promotional literature. Recommendations 1 and 2 of the Commission Recommendation of 31.5.2017 mentioned above are being put into law, whilst the other Recommendations will be implemented administratively or via Guidance. However, the UK is delaying changeover in "regulated literature" of the WLTP CO₂ emissions figures until 6 April 2020, to align with the date when the basis for car taxation is changing to WLTP results. These figures (WLTP CO₂) will of course be available from manufacturers and the relevant government website, but will not be classed as the "official CO₂ figures" until this date, to avoid confusion with the tax regime.

10. Reference Documents - Basic Texts

References of the Basic Texts: Road vehicles (Approval) Regulations 2009:

<http://www.legislation.gov.uk/ukxi/2009/717/contents/made>

<http://www.legislation.gov.uk/ukxi/2011/1946/contents/made>

Passenger Car (Fuel Consumption and CO₂ Emissions Information) Regulations 2001:

<http://www.legislation.gov.uk/ukxi/2001/3523/contents/made>

<http://www.legislation.gov.uk/ukxi/2013/65/contents/made>

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

Yes

SPS aspect

No - The draft is not a sanitary or phytosanitary measure



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