



Notification Number: 2014/402/UK

The Electrically Assisted Pedal Cycles (Amendment) Regulations 2015

Date received : 18/08/2014

End of Standstill : 19/11/2014

Issue of comments by : Commission

Message

Message 001

Communication from the Commission - TRIS/(2014) 02397

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 : 2014/0402/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 - 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: 201402397.EN)

1. Structured Information Line

MSG 001 IND 2014 0402 UK EN 18-08-2014 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

2014/0402/UK - T40T

5. Title

The Electrically Assisted Pedal Cycles (Amendment) Regulations 2015

6. Products Concerned

These regulations prescribe the class of electrically assisted pedal cycle that is treated as not being a motor vehicle when used on a road in Great Britain.

7. Notification Under Another Act

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8. Main Content

The existing (1983) Regulations introduced a classification for electrically assisted pedal cycles that are not to be treated as motor vehicles when used on roads in Great Britain. The current requirements are:

- The continuous rated power of the motor must not exceed 200 watts for standard bicycles and 250 watts for tandems and tricycles.
- The electrical assistance must cut-off when the vehicle reaches 15 mph.
- The unladen weight must not exceed 40kg for standard bicycles and 60kg for tandems and tricycles.

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

- The maximum motor power for standard bicycles is increased to 250 watts.
- The electric assistance cut-off speed is amended to 15.5 mph.
- All the weight limits are removed.
- Vehicles with more than 3 wheels are permitted.
- References to the definition of continuous rated output of the motor as defined in a withdrawn British Standard are replaced by a reference to EU Regulation 168/2013 and a "mutual recognition" provision for equivalent European standards is added.

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. Meanwhile, Article 2 (h) of EU Regulation 168/2013 exempts electrically assisted pedal cycles from type or individual approval through a classification that does not apply restrictions on vehicle weight or the number of wheels, and the maximum motor power is 250 watts in all cases. (The motor assist cut-off speed in EU Regulation 168/2013 is 25 km/h which is equivalent to 15.5 mph in GB).

The changes that are the subject of this Notification will ensure that electrically assisted pedal cycles which fall within the Article 2 (h) exemption in EU Regulation 168/2013 are not classified as motor vehicles when used on



roads in Great Britain. The increase in the choice of such vehicles will stimulate growth in electrically assisted pedal cycle sales that is expected to deliver:

- For consumers: car operating cost savings and health benefits;
- For businesses: congestion cost savings, and goods-delivery / van-operational savings.
- For the environment: greenhouse gas reductions.

10. Reference Documents - Basic Texts

References of the Basic Texts: 1. Section 140(1)(c) of The Road Traffic Regulation Act 1984
2. Section 189(1)(c) of The Road Traffic Act 1988
3. The Electrically Assisted Pedal Cycles Regulations 1983 (SI 1983 No. 1168)

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

No - The draft is not a sanitary or phytosanitary measure

European Commission

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