



EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs

Single Market Enforcement

Notification of Regulatory Barriers

Številka obvestila : 2023/7002/XI (UK/Northern Ireland)

The Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 2023

Datum prejema : 21/04/2023

Konec mirovanja : 24/07/2023 (closed)

Message

Message 701

Communication from the Commission - TRIS/(2023) 01131

Procedure for the provision of information EC - United Kingdom in respect of Northern Ireland

Notificación - Oznámení - Notifikation - Notifizierung - Teavitamine - Γνωστοποίηση - Notification - Notificatio -
Pieteikums - Pranešimas - Bejelentés - Notifika - Kennisgeving - Zawiadomienie - Notificação - Hlásenie-Obvestilo -
Ilmoitus - Anmälan - Нотификация : 2023/7002/XI - Notificare.

No abre el plazo - Nezahajuje 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 késéseket - 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
- He ce предвижда период на прекъсване - Nu deschide perioadele de stagnare - Nu deschide perioadele de stagnare.

(MSG: 202301131.EN)

1. MSG 701 IND 2023 7002 XI EN 21-04-2023 XI NOTIF

2. XI

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4. 2023/7002/XI - B00

5. The Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 2023

6. The draft Regulation will ensure that tyres aged 10 years or older are not fitted to the front axle of every HGV, bus and coach on the road, nor on all axles, in single configuration on minibuses, by expanding on the existing Construction and Use regulations to set a maximum tyre age.

7. -

8. Following two collisions, resulting in eight fatalities, where Coroners concluded that old tyres fitted to the front axles of heavy vehicles were a contributory factor, there are safety concerns arising from the use of old tyres on the front axles of heavy vehicles.

Heavy goods vehicle (HGV), bus, coach and minibus owners/operators may not be aware of the dangers associated with older tyre use, or the increased social benefits (through road safety) which may materialise from replacing older tyres fitted to front axles on HGVs, buses and coaches and on all axles in single configuration on minibuses.

Data suggests a minority of these heavy vehicle owners/operators continue to use tyres aged 10 years or older on front axles even in the presence of Driver Vehicle and Standards Agency (DVSA) published roadworthiness guidance and industry information that advises against their use.

The policy looks to ensure that tyres aged 10 years or older are not fitted to the front axle of every HGV, bus and coach on the road, nor on all axles, in single configuration on minibuses, by expanding on the existing Construction and Use regulations to set a maximum tyre age.

The intended effect of this policy is to improve road safety by reducing the possibility that collisions involving HGVs, buses and coaches occur due to the failure of old tyres on front axles, or for minibuses due to the failure of old tyres in single configuration on all axles.

9. Regulations came into force in Great Britain in 2021 which means that tyres aged 10 years or over are no longer fitted to the front axle of every HGV, bus and coach on the road, nor on all axles, in single configuration on minibuses.

Once it comes into force, this draft regulation will align the position in Northern Ireland with that of the rest of Great Britain.

10. References of the Basic Texts: The Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 2023 will be made using powers conferred on the Department for Infrastructure by Articles 55 (1), (2)(a), and (6) and 110(2) of the Road Traffic (Northern Ireland) Order 1995 (attached separately at Annexes A and B respectively).



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The draft Motor Vehicles (Construction and Use) (Amendment) Regulations are attached at Annex C.

11. No

12. -

13. No

14. No

15. Yes

16. 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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