EXPLANATORY MEMORANDUM TO

The Goods Vehicles (Testing) (Amendment)Regulations (Northern Ireland) 2011

SR 2011 No. 416

1. Introduction

1.1. This Explanatory Memorandum has been prepared by the Department of the Environment to accompany the Statutory Rule (details above) which is laid before the Northern Ireland Assembly.

1.2. The Statutory Rule is made under Articles 65(1) and 110(2) of the Road Traffic (Northern Ireland) Order 1981 and is subject to the negative resolution procedure.

2. Purpose

2.1. The purpose of the Regulations is to amend the Goods Vehicles (Testing) Regulations (Northern Ireland) 2003 (S.R.2003 No.304) to provide that a trailer will not be accepted for testing unless the new trailer logging mark is present on the trailer.

3. Background

3.1. Directive 2007/46/EC which provides for a common European system of type approval, was implemented on a UK-wide basis by the Road Vehicles (Approval) Regulations 2009 (S.I. 2009/717). The Regulations include provision for type approval of all large trailers from 29 October 2012. Enforcement of this measure will require large trailers to have a unique identifying number, issued by the Secretary of State for Transport, displayed on the trailer chassis.

3.2. It is important that this number is fixed to the trailer as it will not be accepted for annual roadworthiness testing unless the number is present on the trailer.

4. Consultation

4.1. A UK public consultation on the new European vehicle (including trailer) type approval system was carried out in 2008. Responses to the consultation were generally positive.

5. Equality Impact

5.1. The full European Community Whole Vehicle Type Approval (ECWVTA) project was subject to an Equality Impact Assessment (EQIA) screening and it was considered that a full EQIA was not required as the proposal did not impact negatively on any of the groupings identified by section 75 of the Northern Ireland Act 1998.

6. Regulatory Impact

6.1. A Regulatory Impact Assessment was carried out as part of a UK-wide implementation of Directive 2007/46/EC.

7. Financial Implications

7.1. The Regulations do not impose any significant costs on the road haulage industry, although there will be a small cost burden on manufacturers who will have to apply for the consent of the Vehicle and Operator Services Agency (VOSA) for each trailer.

8. Section 24 of the Northern Ireland Act 1998

8.1. There are no matters of concern relating to compatability with section 24 of the Northern Ireland Act 1998.

9. EU Implications

9.1. Not applicable.

10. Parity or Replicatory Measure

10.1. The Great Britain corresponding provision is contained in the Goods Vehicles (Plating and Testing) Regulations 1988 (S.I. 1988/1478).

11. Additional Information

11.1. Not applicable.