STATUTORY RULES OF NORTHERN IRELAND

# 2025 No. 25

# ROAD TRAFFIC AND VEHICLES

## The Motor Vehicles (Authorised Weight) (Amendment) Regulations (Northern Ireland) 2025

| | |
|---|---|
| *Made - - - -* | *12th February 2025* |
| *Coming into operation* | *17th March 2025* |

The Department for Infrastructure(**a**) makes the following Regulations in exercise of the powers conferred by Articles 55(1), (2)(d), (3), (6) and 110(2) of the Road Traffic (Northern Ireland) Order 1995(**b**) and now vested in it(**c**).

**Citation and commencement**

**1.** These Regulations may be cited as the Motor Vehicles (Authorised Weight) (Amendment) Regulations (Northern Ireland) 2025 and shall come into operation on 17th March 2025.

**Amendment of the Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999**

**2.**—(1) The Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999(**d**) are amended in accordance with paragraphs (2) to (6).

(2) In regulation 2(1) (interpretation)—

(a) for the definition of "alternatively fuelled vehicle" substitute—

> ""alternatively fuelled vehicle" means a motor vehicle powered wholly or in part by an alternative fuel and which—
>
> (a) has been approved under the EU Type Approval Regulation; or
>
> (b) has been granted a UK(NI) approval under the Road Vehicle (Approval) Regulations 2020(**e**);";

(b) for the definition of "the Type Approval Regulation" substitute—

> ""the EU Type Approval Regulation" means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and

(**a**) Formerly the Department for Regional Development; see section 1(6) and (11) of, and Schedule 1 to, the Departments Act (Northern Ireland) 2016 (2016 c. 5 (N.I.)). Pursuant to section 1(9) of that Act, the Department of the Environment is dissolved

(**b**) S.1. 1995/2994 (N.I. 18); Article 55 was amended by Article 42(1) of the Road Traffic (Northern Ireland) Order 2007 (S.I. 2007/916 (N.I. 10))

(**c**) See Article 8(1)(b) of, and Part 2 of Schedule 5 to, the Departments (Transfer of Functions) Order (Northern Ireland) 2016 (S.R. 2016 No. 76)

(**d**) S.R. 1999 No. 258; relevant amending Regulations are S.R. 2002 No. 8, S.R. 2017 No. 191, and S.I. 2020 No. 818

(**e**) S.I. 2020 No. 818; relevant amending Regulation is S.I. 2022 No. 1273

separate technical units intended for such vehicles(**a**), as that Regulation applies in EU law and as it has effect by virtue of the Windsor Framework(**b**), as amended from time to time;";

(c) in the definition of "vehicle combination", for "trailer." substitute "trailer; and"; and

(d) after the definition of "vehicle combination" insert—

""zero-emission vehicle" means a vehicle without an internal combustion engine, or with an internal combustion engine that emits less than 1g $CO_2$/kWh as determined in accordance with Regulation (EC) No. 595/2009 of the European Parliament and of the Council(**c**) and its implementing measures(**d**) (as that Regulation applies in EU law and as it has effect by virtue of the Windsor Framework, as amended from time to time), or that emits less than 1g $CO_2$/km as determined in accordance with Regulation (EC) No. 715/2007 of the European Parliament and of the Council(**e**) and its implementing measures(**f**) (as that Regulation applies in EU law and as it has effect by virtue of the Windsor Framework, as amended from time to time).".

(3) In regulation 3 (application of Regulations), for "Article 4 of the Type Approval Regulation" substitute "Article 4 of the EU Type Approval Regulation".

(4) In regulation 4 (maximum authorised weights)—

(a) in paragraph (1), for "paragraphs (2) and (3)" substitute "paragraphs (2), (3), (5), (7) and (9)";

(b) in paragraph (3)—

(i) after "is increased by" insert "the additional weight of the alternative fuel powertrain with";

(ii) in sub-paragraph (a) for "Type Approval Regulation or Road Vehicles (Approval) Regulations 2020" substitute "EU Type Approval Regulation or a UK(NI) type or individual approval has been granted under the Road Vehicles (Approval) Regulations 2020"; and

(iii) in sub-paragraph (b) omit "or train";

(c) in paragraph (4) for "items 1, 5, 6 or 9" substitute "items 1, 2, 5, 6, 7, 8 or 9"; and

(d) after paragraph (4) insert—

"(5) The maximum authorised weight of a relevant alternatively fuelled vehicle combination is increased by the additional weight of the alternative fuel powertrain with a maximum of 1000kg where—

---

(**a**) O.J. L 151, 14.6.2018, p.1

(**b**) Further to the Joint Declaration No. 1/2023 of the EU and the United Kingdom in the Joint Committee established by the Withdrawal Agreement of 24 March 2023, the Protocol (as amended by Joint Committee Decision No. 1/2023) is now known as the "Windsor Framework"

(**c**) Regulation (EC) No. 595/2009 of the European Parliament and of the Council of 18 June 2009 on type-approval of motor vehicles and engines with respect to emissions from heavy duty vehicles (Euro VI) and on access to vehicle repair and maintenance information and amending Regulation (EC No. 715/2007 and Directive 2007/46/EC and repealing Directives 80/1269/EEC,2005/55/EC and 2005/78/EC; (OJ L 188, 18/07/2009, p. 1)

(**d**) Commission Regulation (EU) No. 582/2011 of 25 May 2011 implementing and amending Regulation (EC) No. 595/2009 of the European Parliament and of the Council with respect to emissions from heavy duty vehicles (Euro VI) and amending Annexes I and III to Directive 2007/46/EC of the European Parliament and of the Council (OJ L 167, 25/06/2011, p.1); and Commission Regulation (EU) 2017/2400 of 12 December 2017 implementing Regulation (EC) No. 595/2009 of the European Parliament and of the Council as regards the determination of the $CO_2$ emissions and fuel consumption of heavy-duty vehicles and amending Directive 2007/46/EC of the European Parliament and of the Council and Commission Regulation (EU) No. 582/2011 (OJ L 349, 29/12/2017, p. 1)

(**e**) Regulation (EC) No. 715/2007 of the European Parliament and of the Council of 20 June 2007 on type approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information (OJ L 171, 29/06/2007, p.1)

(**f**) Commission Regulation (EU) No. 2017/1151 of 1 June 2017 supplementing Regulation (EC) No. 715/2007 of the European Parliament and of the Council on type-approval of motor vehicles with respect to emissions from light passenger and commercial vehicles (Euro 5 and Euro 6) and on access to vehicle repair and maintenance information, amending Directive 2007/46/EC of the European Parliament and of the Council, Commission Regulation (EC) No. 692/2008 and Commission Regulation (EU) No. 1230/2012 and repealing Commission Regulation (EC) No. 692/2008 (OJ L 175, 7/07/2017, p.1)

(a) a type or individual approval has been granted to the towing vehicle under the EU Type Approval Regulation or a UK(NI) type or individual approval has been granted under the Road Vehicles (Approval) Regulations 2020 which provides evidence that the weight of the alternative fuel powertrain exceeds the weight of a conventional powertrain by a specified amount; and

(b) the weight of the alternative fuel powertrain is included in the maximum permitted gross train weight specified on any plates required by regulation 79 (plates for goods vehicles and buses) of the 1999 Regulations.

(6) A "relevant alternatively fuelled vehicle combination" means a vehicle combination of a type described in items 4, 8, 9, 11 or 12 of Table 3 in Schedule 2 that includes an alternatively fuelled vehicle.

(7) The maximum authorised weight of a relevant zero-emission vehicle is increased by 2000kg where—

(a) a type or individual approval has been granted to the vehicle under the EU Type Approval Regulation or a UK(NI) type or individual approval has been granted under the Road Vehicles (Approval) Regulations 2020 which provides evidence that the weight of the alternative fuel powertrain exceeds the weight of a conventional powertrain by a specified amount; and

(b) the weight of the alternative fuel powertrain is included in the maximum permitted gross weight specified on any plates required by regulation 79 (plates for goods vehicles and buses) of the 1999 Regulations.

(8) A "relevant zero-emission vehicle" means a zero-emission vehicle of a type described in items 1, 2, 5, 6, 7, 8, or 9 of Table 1 in Schedule 1.

(9) The maximum authorised weight of a relevant zero-emission vehicle combination is increased by 2000kg where—

(a) a type or individual approval has been granted to the towing vehicle under the EU Type Approval Regulation or a UK(NI) type or individual approval has been granted under the Road Vehicles (Approval) Regulations 2020 which provides evidence that the weight of the alternative fuel powertrain exceeds the weight of a conventional powertrain by a specified amount; and

(b) the weight of the alternative fuel powertrain is included in the maximum permitted gross train weight specified on any plates required by regulation 79 (plates for goods vehicles and buses) of the 1999 Regulations.

(10) A "relevant zero-emission vehicle combination" means a vehicle combination of a type described in items 4, 8, 9, 11 or 12 of Table 3 in Schedule 2 that includes a zero-emission vehicle.".

(5) In Schedule 1 (maximum authorised weights for vehicles)—

(a) in paragraph 1(1), for "paragraphs 1A and 2" substitute "paragraphs 1A, 1B and 2";

(b) in paragraph 1A, for "items 1, 5, 6 or 9" substitute "items 1, 2, 5, 6, 7, 8, or 9" and

(c) after paragraph 1A insert—

**"Maximum authorised weight of a relevant zero-emission vehicle**

**1B.** The vehicles described in items 1, 2, 5, 6, 7, 8 and 9 of Table 1 may exceed the weight specified in column 4 by 2000kg where the requirements of regulation 4(7) are fulfilled.".

(6) In Schedule 2 (maximum authorised weights for vehicle combinations)—

(a) in paragraph 1(1), for "paragraph 2", substitute "paragraphs 1A, 1B and 2"; and

(b) after paragraph 1 insert—

**“Maximum authorised weight of a relevant alternatively fuelled vehicle combination**

**1A.** The vehicles described in items 4, 8, 9, 11 and 12 of Table 3 may exceed the weight specified in column 4 by 1000kg where the requirements of regulation 4(5) are fulfilled.

**Maximum authorised weight of a relevant zero-emission vehicle combination**

**1B.** The vehicles described in items 4, 8, 9, 11 and 12 of Table 3 may exceed the weight specified in column 4 by 2000kg where the requirements of regulation 4(9) are fulfilled.”.

Sealed with the Official Seal of the Department for Infrastructure on 12th February 2025

L.S.

*Chris Hughes*
A senior officer of the
Department for Infrastructure

## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations amend the Motor Vehicles (Authorised Weight) Regulations (Northern Ireland) 1999 ("the 1999 Regulations") to provide for an increase in the maximum authorised weights in domestic traffic for certain alternatively fuelled vehicles and certain zero-emission vehicles, to support their uptake as part of the move to a net zero target.

Regulation 2(2) amends regulation 2 of the 1999 Regulations to add a definition of "zero-emission vehicle" for the purposes of these Regulations. Definitions and provisions relevant to alternatively fuelled vehicles were inserted into the 1999 Regulations by the Motor Vehicles (Authorised Weight) and (Construction and Use) (Amendment) Regulations (Northern Ireland) 2017 (S.R. 2017 No. 191).

Regulation 2(4) amends regulation 4 of the 1999 Regulations to replace reference to "maximum gross or train weight" with a reference to "maximum permitted gross weight" and to increase the maximum authorised weights for—

(a) relevant alternatively fuelled vehicle combinations: with the increase equivalent to the additional weight of the particular alternative fuel powertrain in excess of a comparable fossil fuel vehicle's powertrain, to a maximum of an additional one tonne; and

(b) relevant zero-emission vehicles and relevant zero-emission vehicle combinations: with the increase of an additional two tonnes in all instances.

Regulation 2(5) amends Schedule 1 to the 1999 Regulations to increase the maximum authorised weight of a relevant zero-emission vehicle when the relevant requirements are fulfilled.

Regulation 2(6) amends Schedule 2 to the 1999 Regulations to increase the maximum authorised weight of a relevant alternatively fuelled vehicle combination or a relevant zero-emission vehicle combination when the relevant requirements are fulfilled.

The opportunity is being taken to update the 1999 Regulations to refer to the EU Type Approval Regulation rather than the Type Approval Regulation as it is that version of Regulation (EU) 2018/858 that now applies to Northern Ireland by virtue of Article 5(4) of, and Annex 2 to the Windsor Framework. References to approvals under the Road Vehicles (Approval) Regulations have also been updated to specify UK(NI) approvals.

An Explanatory Memorandum has been produced and is available from Vehicle Policy Branch, Driving, Vehicle and Road Safety Policy Division, James House, 2-4 Cromac Avenue, Belfast BT7 2JA or online alongside this Statutory Rule at https://www.legislation.gov.uk/nisr

---

© Crown copyright 2025

Printed and published in the UK by The Stationery Office Limited under the authority and superintendence of Saul Nassé, Controller of His Majesty's Stationery Office being the Government Printer for Northern Ireland and the Officer appointed to print Acts of the Northern Ireland Assembly.

£5.78

http://www.legislation.gov.uk/id/nisr/2025/25

ISBN 978-0-33-802425-1

