



Department  
for Transport

# Establishing a GB type-approval scheme for road vehicles

## A consultation

**Moving Britain Ahead**

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# Executive summary

- 1 The government is responsible for setting the safety and environmental standards for new vehicles, their parts and equipment, and ensuring they are of a high standard. Before placing their products on the market, manufacturers must demonstrate that they comply with these standards through a process known as type-approval which is overseen by the Vehicle Certification Agency (VCA).
- 2 From the 1<sup>st</sup> January 2021 an interim provisional type-approval scheme came into effect in Great Britain to permit the ongoing sale and registration of new motor vehicles. Our priority now is to establish a GB type-approval system which can be developed to reduce vehicle emissions and allow the safe introduction of the latest technologies such as automated driving systems. Any proposed changes will be UK-based rather than EU law and tailored to the interests of the UK. The government will consider whether to mirror international regulations, including recent changes made by the EU such as the recent General Safety Regulation, on a case-by-case basis.
- 3 The first step is to introduce a full scheme for road vehicles and this consultation focuses on the measures being taken to create the type-approval scheme for passenger and goods vehicles, their trailers and components.
- 4 It also sets out plans to introduce a provisional type-approval scheme for engines for non-road mobile machinery (NRMM) (such as farming machinery and locomotives) that at present can continue to be placed on the market in Great Britain with a valid EU approval. This will provide an interim step for these products before the GB type-approval system fully applies to them.
- 5 Details of the full GB type-approval schemes to replace the interim ones for two and three wheeled motorcycles and quadricycles, agricultural tractors, and engines for (NRMM) will be made available shortly, although indicative timings for their introduction are set out here.
- 6 We are also setting out how the proposed legislation will include our obligations under the Northern Ireland Protocol by enabling the VCA to issue approvals to the EU regulations, known as UKNI approvals. These UKNI approvals will be available to manufacturers with a presence in Northern Ireland, will be valid across the UK and will be required for products without EU approval being placed on the market in Northern Ireland.

# How to respond

The consultation period runs from the dates specified.

Please ensure that your response reaches us before the consultation closing date. If you would like further copies of this consultation document, it can be found at <https://www.gov.uk/dft#consultations> or you can contact Paul Rothwell at [ivs.consult@dft.gov.uk](mailto:ivs.consult@dft.gov.uk) if you need alternative formats (Braille, audio CD, etc.).

Please send consultation responses to:

Email address: [ivs.consult@dft.gov.uk](mailto:ivs.consult@dft.gov.uk)

Post to: Paul Rothwell, International Vehicle Standards, 3rd Floor, Zone 1, Great Minster House, 33 Horseferry Road, London, SW1P 4DR

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation, please make it clear who the organisation represents and, where applicable, how the views of members were assembled.

A list of those consulted is attached at Annex C. If you have any suggestions of others who may wish to be involved in this process, please contact us.

## Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information, we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the Data Protection Act (DPA) and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

# The type-approval frameworks

## Introduction

- 1.1 This chapter sets out, and seeks views on, our proposals for a type-approval system for passenger and goods vehicles (i.e. cars, buses, vans and lorries), their components, systems and trailers. This is necessary to ensure products placed on the market are safe, clean and secure and will supersede the interim scheme which replaced the EU type-approval system after the end of the withdrawal period.
- 1.2 The following sections describe proposals to:
  - Create a full type-approval system for passenger and goods vehicles, their components and trailers, to be sold Great Britain, and the transitional steps that are being put in place to assist manufacturers before the system fully applies.
  - Sets out the transitional arrangements by extending the period for applications to the existing provisional scheme, that is currently mandatory for passenger and goods vehicles, to ensure manufacturers can continue to approve their products before the full scheme is fully implemented.
  - Implement provisional approval schemes for components (for all product categories) and trailers to assist the transition to the full GB scheme.
  - Create a full approval scheme for passenger and goods vehicles and their trailers that are intended for Northern Ireland.
- 1.3 This document does not set out proposals for full type approval schemes for two and three wheeled vehicles, quadricycles, agricultural vehicles, or engines for non-road mobile machinery (NRMM). These will be created in a separate legislative activity. However, we are describing proposals here to:
  - Extend the period for applications to the existing provisional scheme for two and three wheeled vehicles, quadricycles and agricultural vehicles to ensure manufacturers can continue to approve their products before the full scheme for these categories is fully implemented.
  - Implement a provisional approval scheme for engines for NRMM to assist the transition to the full scheme for these products when it is fully implemented.
- 1.4 The Northern Ireland Protocol determines how the type-approval of vehicles and their components apply in Northern Ireland. This paper sets out the provisions that need to be put in place to manage the interaction between the type-approval of products for the market in Great Britain and type-approval of products for placing on the market in Northern Ireland. This includes ensuring unfettered access continues, so that goods moving from Northern Ireland to the rest of the UK can do so without further certification or testing.

## Background

- 1.5 During the UK's membership of the EU the procedures for approving most road vehicles, and their parts before they could be sold or registered, were set out in a number of EU regulatory frameworks known as the type-approval frameworks. This regulatory system was put in place to ensure automotive products meet the relevant safety and environmental standards and is overseen by government approval and market surveillance authorities.
- 1.6 The most recent revision of the EU framework for passenger and goods vehicles and trailers is [Regulation \(EU\) 2018/858](#). This EU Regulation, together with other EU type-approval regulations in force at the time, was retained in domestic law at the end of the transition period. These retained EU regulations will now form the basis of a new national type-approval framework in Great Britain which will be known as the GB type-approval scheme.
- 1.7 Before this GB type-approval scheme can be fully applied, the retained EU Regulations on which it is based must be amended to correct legal deficiencies, such as references to EU institutions, authorities of EU member states and processes which are not relevant in the domestic context.
- 1.8 The Vehicle Certification Agency (VCA) will be the sole type-approval authority and empowered to issue these new GB type-approvals in accordance with the amended provisions.
- 1.9 At the end of the transition period, 31<sup>st</sup> December 2020, the registration of motor vehicles with EU approvals was brought to an end by the [Road Vehicles and Non-Road Mobile Machinery \(Type-Approval\) \(Amendment\) \(EU Exit\) Regulations 2019](#). These regulations also created an interim, provisional type approval system for affected vehicle categories, allowing the UK's type approval authority to issue GB approvals for vehicle types where an EU approval is already in place without any further checks.
- 1.10 These interim measures are due to expire from the 31<sup>st</sup> December 2022 and, unless new equivalent measures are put in place, it will not be possible to issue GB approvals until the full scheme is fully implemented.
- 1.11 These interim measures apply to passenger and goods vehicles (also known as categories M & N), two and three wheeled motorcycles and quadricycles (L category) and agricultural vehicles (T Category). Other vehicle categories covered by the type approval regulations but not subject to registration have been permitted to continue being placed on the market provided an EU approval is in place. This includes road-going trailers and components and parts for vehicles. It also includes engines intended for use in non-road mobile machinery (NRMM). New measures are needed to end the acceptance of EU approvals for these categories.
- 1.12 Under the terms of the Northern Ireland Protocol, Regulation (EU) 2018/858 continues to apply in Northern Ireland and EU type-approvals remain valid for the placing on the market, registration and entry into service of vehicles. The VCA remains the UK type-approval authority and can continue to issue type-approvals to EU rules for use by manufacturers who sell into Northern Ireland but who don't hold a type-approval issued by an EU approval authority. These are known as "UK(NI)" approvals.

- 1.13 Businesses in Northern Ireland relying on type-approvals issued by an EU approval authority can sell their products into Great Britain without further checks or certification if their product is a 'Qualifying Northern Ireland Good' (QNIG) as specified in [The Definition of Qualifying Northern Ireland Goods \(EU Exit\) Regulations 2020](#).

### **Creating full GB and UKNI regimes**

- 1.14 As explained above, the deficiencies in the retained Regulation (EU) 2018/858 must be corrected to ensure it functions in domestic law while retaining the essential elements to create the GB type-approval framework. The obligations and procedures for GB type-approval will therefore be familiar to businesses whose products currently fall within the scope of automotive type-approval. The most notable change will be that there will no longer be a role for EU institutions or the authorities of EU member states.
- 1.15 Manufacturers producing low volumes will continue to be able to use the small series schemes and individual approval schemes that provide flexibilities and reduce the burden for smaller manufacturers.
- 1.16 The obligations on manufacturers set out in Regulation (EU) 2018/858 will remain. These include those that require them to provide independent repairers with access to their vehicles' repair and maintenance information, ensure their products continue to conform with the approval, to report any product that is not in conformance and to take action to correct or recall it and inform the approval authority.
- 1.17 Similarly, the obligations on importers and distributors set out in Regulation (EU) 2018/858 will continue to apply.
- 1.18 The Road Vehicle (Approval) Regulations 2020 ("RVAR") sets out the domestic regulatory framework that gives effect to the detailed technical requirements in the relevant EU type-approval legislation, both as it applies under the Northern Ireland Protocol and as it has been retained in domestic law following the UK's departure from the EU and provides for enforcement of these requirements.
- 1.19 We are proposing changes to the RVAR to allow for the creation and enforcement of two new type-approval regimes; the GB scheme covering Great Britain and the UKNI scheme covering Northern Ireland. The legal basis of the former will be Regulation (EU) 2018/858 as retained in domestic law. The foundation of the latter will be that EU Regulation as applied by the Northern Ireland Protocol. The Secretary of State will continue to be the type-approval authority and will discharge the associated responsibilities for both schemes through the VCA and Driver and Vehicle Standards Agency (DVSA).
- 1.20 For both GB and UKNI approvals the VCA will be the sole approval authority. To obtain type-approval, manufacturers will need to submit an application to the VCA providing the relevant information and evidence to demonstrate compliance with the applicable technical requirements and procedures, such as conformity of production. The VCA will issue a type-approval certificate once they are satisfied all applicable measures have been met, including steps to ensure conformity of production.
- 1.21 The VCA will also be the responsible authority for designating technical services under the GB and UKNI schemes.
- 1.22 Products approved under the GB scheme will be required to be marked with the GB approval number and new vehicles supplied with a GB certificate of



conformity. Manufacturers based outside Great Britain will need an authorised manufacturer's representative established in Great Britain.

- 1.23 Products approved under the UK(NI) scheme will be required to use the UK(NI) approval number for marking and on certificates of conformity. Applicants for UK(NI) approvals must have a representative in either Northern Ireland or the EU, or be based in Northern Ireland.
- 1.24 It should be noted that the Government is seeking to find a new balance in the Northern Ireland Protocol in order to place it on a more sustainable footing. The Command Paper (published on 21<sup>st</sup> July 2021) includes proposals to establish a dual regulatory regime, in order to ensure that consumers in Northern Ireland do not face barriers in accessing goods from Great Britain. This would enable goods made to UK rules to circulate and be placed on the market in Northern Ireland. In such a scenario, it is anticipated that GB approvals would be valid in Northern Ireland.

### **Applicable dates for the full and provisional schemes for road vehicles**

- 1.25 Manufacturers may apply for full GB type-approvals for passenger and goods vehicles, their trailers, components, systems and separate technical units immediately once the legislation comes into effect. However, to allow time to prepare we propose that it will become mandatory from 1<sup>st</sup> July 2023 for new types of passenger and goods vehicles, and new and existing types of incomplete passenger and goods vehicles, and from 1<sup>st</sup> July 2024 for new types of trailers, replacement components and separate technical units.
- 1.26 The provisional scheme for passenger cars and goods vehicles will be extended beyond the current end date of 31<sup>st</sup> December 2022 until the full scheme becomes mandatory. Any provisional GB approval issued up to that point will be valid for two years, provided the vehicle continues to comply with the approved type. No new provisional approvals for passenger and goods vehicles will be issued after 30<sup>th</sup> June 2023.
- 1.27 In addition, from 1<sup>st</sup> January 2023 provisional GB approvals will become compulsory for all road vehicle trailers, and newly designed replacement components and separate technical units manufactured in or imported into Great Britain from 1<sup>st</sup> January 2023. This will replace the current arrangement for these vehicles and parts which permits them to be placed on the market where a valid EU approval is in place. There is an exception for components and separate technical units which are solely to be sold as replacement parts, and not fitted on the production line to new vehicles. For these, an EU approval issued prior to 1<sup>st</sup> January 2023 will be accepted in GB, with no end date.
- 1.28 These provisional approvals will also be valid for two years from the date of issue, provided the product continues to comply with the approved type. The VCA will be able to issue provisional type-approvals for trailers, components and separate technical units up to 30<sup>th</sup> June 2024. From 1<sup>st</sup> July 2024 new types of trailers, replacement component and separate technical units will need to be approved to the full GB type-approval scheme prior to being placed on the market or entered into service.
- 1.29 Vehicles imported from Northern Ireland with EU approvals will continue to be permitted provided they are qualifying goods, as described in paragraph 1.13 above.

## Key differences between the GB and EU type-approval schemes for road vehicles

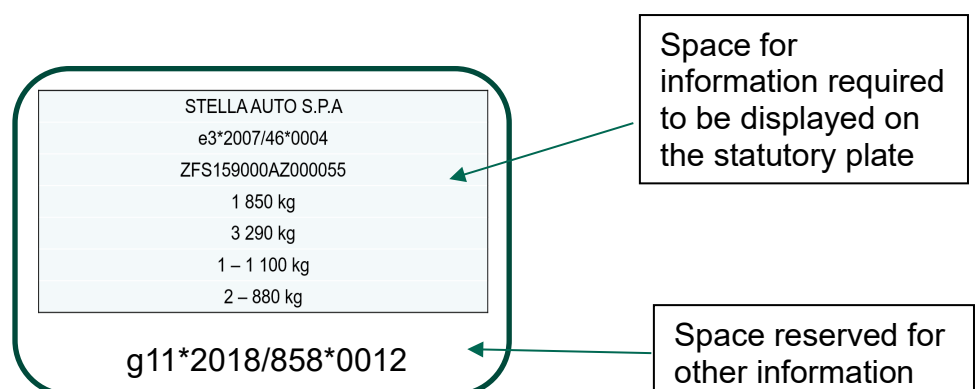
- 1.30 Using the retained EU type approval regulations as the basis for the GB scheme ensures that the procedures to obtain a GB approval will largely be identical to those for obtaining an EU type approval. The main differences are that the VCA becomes the sole approval authority for GB approvals and the roles of EU institutions and member states no longer exist. Key differences that manufacturers will need to consider when applying for GB approval are set out below.

### Manufacturer's representatives and importers

- 1.31 Manufacturers established outside Great Britain will be required to appoint a single representative established in Great Britain to represent the manufacturer before the type-approval authority. They must also appoint a representative for the purposes of market surveillance who may be the same as the representative for type-approval.
- 1.32 Importers will need to ensure they only place products on the market that comply with the GB regulations and that their details, such as name and contact address, are marked on the product, or packaging or accompanying documentation for components and systems.
- 1.33 Where a Northern Ireland business is exporting an EU or UKNI approved product into Great Britain under the rules for unfettered access, the importer of the product will be deemed the manufacturer's representative for the purposes of liaison with market surveillance authorities if the manufacturer has not appointed a representative in Great Britain.

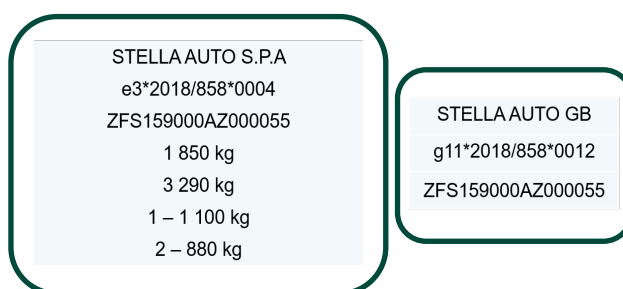
### Markings – manufacturer's statutory plate

- 1.34 Manufacturers will be required to affix a statutory plate to each vehicle showing the main technical characteristics and weights. The general provisions for the format and content of the statutory plate will be as set out [Regulation \(EU\) 19/2011](#), as retained in domestic law. This will be amended to require the GB type-approval number to be displayed. To assist manufacturers who use plates to satisfy requirements in other markets two alternatives are also being made available.
- 1.35 Option 1: for vehicles fitted with a statutory plate that follows the format in [Regulation \(EU\) 19/2011](#) but which displays the approval number for another market, we propose to accept the addition of the GB type-approval number in the space that is reserved for "additional information".



## Option 1

- 1.36 Option 2: for vehicles fitted with a statutory plate that follows the format in [Regulation \(EU\) 19/2011](#) but displays the approval number for another market, we propose to accept a second label containing information limited to the GB type-approval number, the vehicle identification number and the manufacturers name. We would expect this additional label to be placed alongside the statutory plate.



Option 2

### Transition period for manufacturer's statutory plate

- 1.37 To further assist manufacturers in transitioning to the GB type-approval scheme, we propose to waive the requirements to fit a GB statutory plate for vehicles with full approval manufactured before the compulsory 'new types' date of the new scheme (1<sup>st</sup> July 2023), where they are fitted with an EU manufacturer's statutory plate and supplied with an EU Certificate of Conformity. Vehicles manufactured on or after 1<sup>st</sup> July 2023 will need to conform fully and fit a plate as described above.

- 1.38 **QUESTION 1 – Do you have any comments about our proposed options for alternative statutory plates and to allow a transition period for manufacturer's statutory plates?**

#### Technical services and test reports.

- 1.39 Technical services are bodies designated by the approval authority to carry out activities such as tests and inspections. Only technical services designated by the VCA will be able to carry out these activities for the GB scheme. The VCA will also continue to operate as a technical service for the GB scheme.
- 1.40 For a short transition period we propose to permit the VCA to issue GB approvals on the basis of test reports from technical services designated by EU approval authorities, many of which would have been written while we were still a member state.
- 1.41 During this transitional period manufacturers can submit test reports prepared by an EU technical service to the VCA as part of an application for GB Type Approval. The report will be reviewed by the VCA to ensure the documentation demonstrates compliance with the relevant technical requirements to obtain a GB type-approval.
- 1.42 We intend to permit this approach until the 31<sup>st</sup> December 2025 in the case of GB system type-approvals applying to passenger and goods vehicles (categories M and N). For system approvals, trailers towed by road vehicles (category O), components and separate technical units, the final date on which the VCA will be

able to accept test reports prepared by EU technical services will be 31<sup>st</sup> December 2026.

- 1.43 After this period, only test reports from technical services designated by the VCA for the GB type-approval scheme will be accepted.
- 1.44 **QUESTION 2 – Do you have any comments regarding the proposed transition dates for the acceptance of technical reports issued by a technical service designated by an EU authority?**

#### **Vehicles produced in small series**

- 1.45 The small series approval schemes are intended to reduce the burdens on smaller manufacturers. They can be used to approve vehicles produced in limited numbers using simpler procedures to demonstrate compliance. A national small series scheme was created under provisions in the EU framework allowing member states to do so. This will become the GB small series scheme and the current technical requirements and limits on production volumes will continue to apply.
- 1.46 Regulation (EU) 2018/858 also offered the possibility of EU small series approval to facilitate smaller manufacturers selling throughout the EU. This differs to the national small series schemes both in the technical requirements that apply and the annual production limits. This will continue to be available to manufacturers as the GB medium series approval scheme, however GB type-approvals will not be recognised outside Great Britain.

#### **Vehicles approved using the multi-stage process**

- 1.47 The multi-stage process involves different manufacturers in the production of a vehicle, each approving their stage before passing it on to the next manufacturer. This process will be retained in the GB scheme.
- 1.48 To assist manufacturers and convertors of such vehicles, it will be possible for a transition period (until 31<sup>st</sup> December 2025, or in the case of category O trailers, 31<sup>st</sup> December 2026) for the second stage manufacturers to apply for a full GB approval where the previous stage only holds a provisional GB approval.
- 1.49 **QUESTION 3 – Do you have any comments on the proposal to allow base vehicles used in multi-stage approvals to have a provisional GB approval rather than requiring a full GB approval?**

#### **Components and separate technical units**

##### **Components and separate technical units for vehicle production**

- 1.50 Under the GB type-approval scheme, components and separate technical units that are not approved to the appropriate UNECE Regulation will require a GB approval. The principal examples are spray suppression devices and washer bottles for car wash-wipe systems, for which UNECE Regulation approvals are not available.
- 1.51 For components and separate technical units that are fitted during manufacture of a vehicle on the production line, full GB approval will be required for components/ separate technical units where EU approval is currently required and will be checked when the vehicle manufacturer applies for GB whole vehicle type approval, or for system approval, as applicable. Provisional approval is not available and not accepted. However, we are proposing to waive the requirement

for a GB approval marking (g-marking) until 1 July 2025, to assist suppliers with the transition.

### **Components and separate technical units as replacement parts**

- 1.52 Some components and separate technical units are intended solely for sale on the aftermarket as replacement parts. Many of these may be intended for vehicles that are no longer in production or that were first registered based on EU approvals that are no longer valid for new registrations. We believe the process of obtaining a GB type-approval in these cases could be unnecessarily burdensome.
- 1.53 Therefore, we propose to permit such components to continue to be sold on the aftermarket without the need to subsequently obtain a GB type-approval, provided their EU type-approval was granted before 1<sup>st</sup> January 2023.
- 1.54 Manufacturers of replacement components and separate technical units who obtained EU-type approval on or after 1<sup>st</sup> January 2023 will, for an interim period, have the option of applying for a provisional GB approval. As has been the case for motor vehicles since January 2020, this scheme will allow the VCA to issue provisional GB approvals to manufacturers holding valid EU approvals without further checks. These approvals will be valid for two years, giving holders additional time to obtain full GB approval.
- 1.55 Provisional approvals will only be available for 18 months. From 1<sup>st</sup> July 2024 new types of components and separate technical units for sale in the aftermarket will require full GB type-approval. Full GB type approval will also be required when existing provisional approvals cease to be valid (on their second anniversary) or where a component has never been EU type approved.
- 1.56 **QUESTION 4 – Do you have any comments on the proposed approach to provisional and full type-approval for components and separate technical units?**

### **Trailers**

- 1.57 A provisional GB scheme is also being made available for trailers for an interim period as an alternative to full GB approval.
- 1.58 The provisional scheme for trailers will apply to all trailers placed on the market from 1<sup>st</sup> January 2023, other than trailers that were already in the UK on that date. From this date, placing trailers on the market without provisional or full GB approval will not be permitted, except in the special case of qualifying goods from Northern Ireland described in paragraph 1.13 above. From 1<sup>st</sup> July 2024, full GB approvals will be required for new types and for existing types with provisional approvals that are more than two years old.
- 1.59 **QUESTION 5 – Do you have any comments on the proposed approach to provisional and full type-approval for trailers?**

### **Technical requirements for GB type approval**

- 1.60 The technical requirements for the GB type approval scheme will be those set out in the retained EU regulations. We are proposing amendments to these regulations to ensure they function correctly in the GB scheme but the technical requirements themselves will be unchanged.
- 1.61 A complete list is shown in table 1 below.

<b>Subject</b>	<b>Retained EU regulation</b>
Sound levels	<a href="#">540/2014</a>
Light duty emissions	<a href="#">2007/715</a>
Registration plate space	<a href="#">1003/2010</a>
Access and manoeuvrability	<a href="#">130/2012</a>
Statutory plate	<a href="#">19/2011</a>
Towing device	<a href="#">1005/2010</a>
Defrost/demist	<a href="#">672/2010</a>
Wiper/washer	<a href="#">1008/2010</a>
Wheel guards	<a href="#">1009/2010</a>
Heavy duty emissions	<a href="#">595/2009</a>
Heavy duty CO2	<a href="#">2017/2400</a>
Spray suppression	<a href="#">109/2011</a>
Masses and dimensions	<a href="#">1230/2012</a>
Tyre installation	<a href="#">458/2011</a>
Pedestrian protection	<a href="#">78/2009</a>
Recyclability	Directive 2005/64
Air Conditioning Gas	Directive 2006/40
Hydrogen	<a href="#">79/2009</a>
Gear shift indicators	<a href="#">65/2012</a>
Advanced emergency braking systems	<a href="#">347/2012</a>
Lane departure warning systems	<a href="#">351/2012</a>
e-Call	<a href="#">2015/758</a>
General safety regulation	<a href="#">661/2009</a>

**Table 1 Technical requirements in retained EU legislation**

## Non-road mobile machinery engines

### Mandating provisional GB approvals for engines for non-road mobile machinery

- 1.62 As with trailers, engines for non-road mobile machinery (NRMM) can currently be placed on the market and entered into service in Great Britain where they are covered by a valid EU approval. We will propose to introduce a GB type approval scheme for these products in a separate legislative exercise. However, we propose to end acceptance of EU approvals from 1<sup>st</sup> January 2023 and as an interim step introduce a provisional GB type approval scheme until a full scheme is implemented.
- 1.63 As described earlier for other provisional schemes, the VCA will issue these approvals where a manufacturer holds a valid EU approval. Provisional approvals

will be valid for two years after which it will be necessary for the manufacturer to obtain approval to the full GB type approval scheme. It will not be permitted to place engines for NRMM on the market from 1<sup>st</sup> January 2023 unless a GB provisional approval has been issued.

- 1.64 NRMM engines which had EU type-approval prior to 1<sup>st</sup> January 2023 and which are in scope of one of the following Articles of EU Regulation 2016/1628 will continue to be exempt from the requirement to obtain a GB type-approval: Article 34(7) and Article 58(5), (10) and (11).

## Motorcycle (L-category) and agricultural (T-category) vehicles

### Extending the end date of the provisional GB scheme for motorcycles and tractors

- 1.65 Full GB schemes for motorcycles (category L vehicles – including three wheel and lightweight four-wheel vehicles known as quadricycles) and agricultural vehicles (tractors - category T vehicles) will be introduced under separate Regulations.
- 1.66 Provisional schemes are already in place as an interim measure for these categories, but they are currently scheduled to end after 31<sup>st</sup> December 2022. We plan to propose that the full schemes for these categories become compulsory for new types from 1 October 2023. Therefore, we propose to extend the availability of these provisional schemes for new applications until 30 September 2023.

### Proposed application dates for the full and interim schemes for all product categories

- 1.67 The proposed dates of application of the proposed interim and full schemes to each of the respective vehicle categories/components are set out below.

<b>Product</b>	<b>GB provisional type - approval applicable from</b>	<b>Full GB type-approval optional for new types of product built after these dates</b>	<b>Full GB type-approval applicable</b> (except for products in UK and already on sale, e.g. in showrooms)
Motorised road vehicles (category M and N)	1 <sup>st</sup> January 2021*	The date the legislation comes into force	1 <sup>st</sup> July 2023 for new types and existing types where there is no GB provisional type-approval or that type-approval has expired.
Trailers (category O)	1 <sup>st</sup> January 2023	The date the legislation comes into force	1 <sup>st</sup> January 2024 for new types or where existing provisional approvals exceed two years.
Components for M, N and O categories for use in whole vehicle type approval	1 <sup>st</sup> January 2023	The date the legislation comes into force	When demanded by the WVTA.

<b>Product</b>	<b>GB provisional type - approval applicable from</b>	<b>Full GB type-approval optional for new types of product built after these dates</b>	<b>Full GB type-approval applicable</b> (except for products in UK and already on sale, e.g. in showrooms)
Components for M, N and O categories for aftermarket sale	1 <sup>st</sup> January 2023 <sup>***</sup>	The date the legislation comes into force	1 <sup>st</sup> July 2024 for new types or where existing provisional approvals exceed two years.
Motorcycles, tricycles and quadricycles (category L)	1 <sup>st</sup> January 2021*	TBA <sup>**</sup>	TBA <sup>**</sup>
Agricultural vehicles (category T)	1 <sup>st</sup> January 2021*	TBA <sup>**</sup>	TBA <sup>**</sup>
Components for L and T categories for use in GB whole vehicle type approval	1 <sup>st</sup> January 2023	TBA <sup>**</sup>	TBA <sup>**</sup>
Components for L and T categories for aftermarket sale, where required <sup>1</sup>	1 <sup>st</sup> January 2023	TBA <sup>**</sup>	TBA <sup>**</sup>
C, R & S (tracked agricultural tractors, agricultural trailers and towed machinery)	n/a	TBA <sup>**</sup>	TBA <sup>**</sup>
Engines for NRMM	1 <sup>st</sup> January 2023	TBA <sup>**</sup>	TBA <sup>**</sup>

\* legislation already in place

\*\* subject to separate legislation and consultation

\*\*\* only for new types placed on the market after this date

**Table 2 Proposed timeline for compulsory new interim and full approvals**

<sup>1</sup> Only where specific requirements and deadlines exist, for example for replacement catalytic converters.



# List of questions

- 1 Do you have any comments about our proposed options for alternative statutory plates and to allow a transition period for manufacturer's statutory plates?
- 2 Do you have any comments regarding the proposed transition dates for the acceptance of technical reports issued by a technical service designated by an EU authority?
- 3 Do you have any comments on the proposal to allow base vehicles used in multi-stage approvals to have a provisional GB approval rather than requiring a full GB approval?
- 4 Do you have any comments on the proposed approach to provisional and full type-approval for components and separate technical units?
- 5 Do you have any comments on the proposed approach to provisional and full type-approval for trailers?

# Annex A: Consultation principles

The consultation is being conducted in line with the Government's key consultation principles which are listed below. Further information is available at <https://www.gov.uk/government/publications/consultation-principles-guidance>

If you have any comments about the consultation process please contact:

Consultation Co-ordinator  
Department for Transport  
Zone 1/29 Great Minster House  
London SW1P 4DR  
Email [consultation@dft.gov.uk](mailto:consultation@dft.gov.uk)

## Annex B: List of those consulted

SMMT (Society of Motor Manufacturers and Traders)  
NCC (National Caravan Council)  
NTTA (National Trailer & Towing Association)  
WAVCA (Wheelchair Accessible Vehicle Convertors Association)  
NTTA (National Trailer Towing Association)  
VBRA (Vehicle Builders and Repairers Association)  
BIMTA (British Independent Motor Traders Association)  
RSMA (Road Safety Markings Association)  
REA (Road Emulsion Association)  
AIAA (American Import Agents Association)  
RSMA (Road Safety Marking Association)  
Logistics UK  
RHA (Road Haulage Association)  
MCIA (Motorcycle Industry Association)  
AEA (Agricultural Engineers Association)  
BAGMA (British Agricultural and Garden Machinery Association)  
EUROMOT (European Engine Manufacturers Association)  
CEA (Construction Equipment Association)