

COM/2025/993 Proposal for a Regulation amending Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 of the European Parliament and of the Council as regards the simplification of technical requirements and testing procedures for motor vehicles and repealing Council Directive 70/157/EEC and Regulation No 540/2014 of the European Parliament and of the Council

- 1. The Department for Transport states that there is potential for divergence between the NI and GB vehicle markets in relation to the exemption for electric N2 vans from mandatory speed limitation devices. It highlights the UK Government's commitment to a presumption of alignment with EU requirements. If divergence were to occur in this area, how would this impact Northern Ireland?**

The Department for Transport (DfT) have stated that, should divergence occur in this area, businesses in NI would have the option to supply new N2 electric vans with a GVW up to 4.25 tonnes without speed limiters fitted whereas in GB all new N2 electric vans would continue to need speed limiters fitted.

Businesses wishing to sell the same vehicles in GB would therefore need to ensure speed limiters were fitted.

If the GB regulations were updated in line with the UK Government's commitment to a presumption of alignment, this would ensure that electric N2 vans with a GVW up to 4.25 tonnes could be sold in both GB and NI without the need to have speed limiters fitted.

- 2. Regarding the Euro 7 requirements, and noting UKG's presumption of alignment with EU regulatory changes, is there any potential for divergence between GB and NI, for example, if GB aligns with the EU scheme later than NI? How would this impact Northern Ireland?**

DfT have advised that if GB did not align with the proposed changes, then new vehicles intended for the GB market might require additional testing not required for those sold in NI, (e.g. the low temperature laboratory test) before they could be approved.

The vehicle specifications themselves remain unchanged as the proposal is aimed at simplifying the test procedures rather than changing technical requirements, such as the emission limits. Therefore, businesses would be able to continue building the same specification vehicle for both the NI and GB markets.

3. What are the implications of not applying the proposed EU act? How would this affect businesses in Northern Ireland?

DfT have advised that if the UK refused to consent to the regulation applying in NI, the type approval requirements in NI would likely differ to those in the EU. NI businesses might find that vehicles approved in the EU are no longer approved for NI. Vehicles may need to undergo a NI specific type approval process to be sold in NI.

4. What engagement has the Department for Infrastructure and/or the Department for Transport carried out with stakeholders on the proposed EU act? What views have been expressed?

DfI officials have engaged with their DfT counterparts in relation to the proposed regulation, providing input to the drafting of the UK Government Explanatory Memorandum. DfT has not yet consulted with stakeholders on these proposals.