

PROPOSED REPLACEMENT EU ACT INITIAL ASSESSMENT OF IMPACT

Date: Proposal Stage

DSC REF: DSC/02a/2026

Department: Infrastructure

Proposed Replacement EU Act

Proposal for a REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 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
[52025PC0993 - EN - EUR-Lex - European Union](#)

This Proposed Regulation will amend Regulations (EC) No 561/2006, (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257

[Regulation - 561/2006 - EN - EUR-Lex - European Union](#)

[Regulation - 2018/858 - EN - EUR-Lex - European Union](#)

[Regulation - 2019/2144 - EN - EUR-Lex - European Union](#)

[Regulation - 2024/1257 - EN - EUR-Lex - European Union](#)

This Proposed Regulation will replace Regulation (EU) No 540/2014 of the European Parliament and of the Council of 16 April 2014 on the sound level of motor vehicles and of replacement silencing systems, and amending Directive 2007/46/EC and repealing Directive 70/157/EEC Text with EEA relevance

[Regulation - 540/2014 - EN - EUR-Lex - European Union](#)

Regulation (EU) 2018/858, Council Directive 70/157/EEC and Regulation (EU) No 540/2014 appear in Annex 2 of the Windsor Framework, under Heading 9. Motor vehicles, including agricultural and forestry tractors.

Summary of the Act

This Proposed Regulation aims to simplify technical requirements and testing procedures for motor vehicle type approval. The key proposals are:

Amendments to Regulation (EC) No 561/2006 – Driving Times & Tachographs

- Allow Member States to exempt electric N2 vans (3.5–4.25 t) from tachograph requirements when used in domestic transport.

- Permit exemptions for private motor caravans over 7.5 T.

DfT Assessment – This is not a type-approval issue and the regulations are not included in the Windsor Framework, as a result no divergence in terms of vehicle testing and approval can occur between GB and NI. However, we are planning on amending the GB tachograph regulations in the same way shortly.

Amendments to Regulation (EU) 2019/2144 – General Safety Regulation

- Exempt electric N2 vans (3.5–4.25 t) from mandatory speed limitation devices, aligning them with diesel N1 vans.

DfT Assessment – This is to account for the additional mass of the EV battery and make them the same as N1 vehicles (light goods vans up to 3.5t), which are not required to be fitted with speed limiters. It is a requirement under GB type-approval for these vehicles to be fitted with speed limiters, and this may result in divergence. DfT recently consulted on regulatory flexibility for zero emissions goods vehicles and removal of the speed limiter requirement was considered. Given the Government’s commitment to a presumption of alignment with EU requirements DfT will consider whether amendment to the GB type-approval scheme is required.

Amendments to Regulation (EU) 2024/1257 – Euro 7

- Remove low temperature laboratory emission tests, since Real Driving Emissions (RDE) already covers these conditions.
- Change heavy duty engine testing from vehicle type level to vehicle category level, significantly reducing testing duplication.
- Empower the Commission to set harmonised rules for handling OBM/OBFCM emissions and fuel/energy consumption data.

DfT Assessment – We are closely following the development of Euro 7, as it will automatically apply in NI, and we have also strongly supported and contributed to the transposition of Euro 7 into UN Regulations at the UNECE. The Department has adopted an explicit presumption in favour of alignment with the EU type approval scheme, aiming to minimise the administrative burden for manufacturers. We aim to consult later this year.

Noise Regulation Reform

- Repeal Regulation (EU) 540/2014 (vehicle noise) and Directive 70/157/EEC from July 2027.

- Replace them with UNECE Regulations 51, 59, and 138, ensuring a single, modern noise test framework.

DfT Assessment – The EU already accepts approvals to these UN Regulations as alternatives and is phasing out its regulation to reflect increasing use of those UN Regulations. The UK is signatory to these UN Regulations so will accept approvals to them and will continue to accept EU approvals. No divergence between GB and NI expected.

Amendments to Regulation (EU) 2018/858 – Type Approval Framework

- Create an EU wide definition of a small electric vehicle to support affordability measures (e.g., CO₂ super credits, national incentives).
- Empower the Commission to adopt technical requirements on EV to charger/grid communication and hardware interfaces (critical for V2G).

DfT Assessment – The addition of this sub-category is to enable support for the uptake of small EVs. This does not create divergence between GB and NI with regard to the technical requirements for vehicles and M1E vehicles could continue to be approved under the GB type-approval scheme. We note the potential for the Commission to use this sub-category to propose derogations from future technical requirements. We will continue to monitor developments and consider if the GB approval scheme needs to be amended in future, given the commitment to a presumption of alignment with EU requirements.

Department(s) Responsible

Type approval is a reserved matter. The Secretary of State for Transport has primary responsibility for type approval. The associated department is the Department for Transport (DfT).

The Infrastructure Minister and her Department have an interest in the amendment of Regulations (EU) 2018/858, (EU) 2019/2144 and (EU) 2024/1257 and the replacement of Regulation (EU) No 540/2014 as they relate to vehicle type approval.

Initial Assessment of Impact

As this is a fully reserved matter and the responsibility of UK Government, DfT has provided their initial assessment in the comments above.

DfT have advised that in regard to the application of this proposal to Northern Ireland, the only potential for divergence between the NI and GB vehicle markets relates to the exemption of electric N2 vans from mandatory speed limitation devices. DfT have stated that they will consider whether amendment to the GB type-approval scheme is required in order to mitigate the risk of regulatory divergence between NI and GB.

DfT have published an open call for evidence on dual marking vehicles under the GB type-approval scheme. This call for evidence seeks views on possible measures to ensure that in the future all vehicles are approved and marked for sale in both NI and GB. Should such measures be adopted then the risk of regulatory divergence between NI and GB is negated.

UK Government Explanatory Memorandum

DfT will provide an EM by 2 March 2026

Analysis by the European Commission on its Impact Assessment

The European Commission have published a working document along with the Proposed Regulation that includes an analysis of the impacts of the proposed measures:

[52025SC1056](#)

Departmental Engagement

DfI have engaged with DfT officials on this matter with a meeting taking place on 20 January 2026.