

Further Clarification on Vehicles Covered by Regulation (EU)

2026/1738

In response to Jonathan Buckley MLA and his question: - To outline the type of vehicle covered, and to further clarify that other vehicles for example NON-Road Mobile Machinery manufactured by Terex are outside the applicable categories.

I have included below section (10) from the forword of Regulation (EU) 2026/1738 which lists the categories to which it applies and a definition of vehicle types below as used by the EU.

(10) Directives 2000/53/EC and 2005/64/EC apply only to passenger vehicles (M₁) and light commercial vehicles (N₁), which constitute approximately 85 % of all vehicles registered in the Union. The remaining vehicles, namely two- and three-wheel vehicles, quadricycles, lorries, buses and trailers, are not subject to any Union legislation concerning their eco-design and management at their end-of-life phase. Therefore, in order to ensure a comprehensive circularity framework for all vehicles registered in the Union, including their environmentally sound treatment, as well as to prevent fragmentation of the single market, this Regulation should apply not only to vehicles of categories M₁ and N₁, but, partially, also to certain L-category vehicles, heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃ and O). There is a lack of comprehensive information regarding the treatment of such vehicles at their end-of-life in the Union, which prevents applying the same regime to them as the one applying to vehicles of categories M₁ and N₁ upon the entry into force of this Regulation. However, the requirements regarding the collection of end-of-life vehicles, their mandatory delivery to authorised treatment facilities for treatment as well as their depollution, the mandatory removal of certain parts and components for reuse and recycling prior to shredding and the conditions for landfill of non-inert waste from shredding should apply to L-category vehicles and heavy-duty vehicles and their trailers (M₂, M₃, N₂, N₃ and O). To facilitate treatment of these end-of-life vehicles, their manufacturers should be required to provide information on the removal and replacement of parts, components and materials from such vehicles. Also, the provisions governing the extended producer responsibility should apply to those vehicle categories, covering the costs of their collection and depollution at their end-of-life.

Category	Definition
L	Motor vehicles with less than four wheels and some lightweight four-wheelers.
L1	A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm ³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.
L2	A three-wheeled vehicle of any wheel arrangement with an engine cylinder capacity in the case of a thermic engine not exceeding 50 cm ³ and whatever the means of propulsion a maximum design speed not exceeding 50 km/h.
L3	A two-wheeled vehicle with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm ³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.
L4	A vehicle with three wheels asymmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm ³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h (motor cycles with sidecars).
L5	A vehicle with three wheels symmetrically arranged in relation to the longitudinal median plane with an engine cylinder capacity in the case of a thermic engine exceeding 50 cm ³ or whatever the means of propulsion a maximum design speed exceeding 50 km/h.

Category	Definition
L6	A vehicle with four wheels whose unladen mass is not more than 350 kg, not including the mass of the batteries in case of electric vehicles, whose maximum design speed is not more than 45 km/h, and whose engine cylinder capacity does not exceed 50 cm ³ for spark (positive) ignition engines, or whose maximum net power output does not exceed 4 kW in the case of other internal combustion engines, or whose maximum continuous rated power does not exceed 4 kW in the case of electric engines.
L7	A vehicle with four wheels, other than that classified for the category L6, whose unladen mass is not more than 400 kg (550 kg for vehicles intended for carrying goods), not including the mass of batteries in the case of electric vehicles and whose maximum continuous rated power does not exceed 15 kW.
M	Power-driven vehicles having at least four wheels and used for the carriage of passengers.
M1	Vehicles used for the carriage of passengers and comprising not more than eight seats in addition to the driver's seat.
M2	Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass not exceeding 5 tonnes.
M3	Vehicles used for the carriage of passengers, comprising more than eight seats in addition to the driver's seat, and having a maximum mass exceeding 5 tonnes.

Category	Definition
N	Power-driven vehicles having at least four wheels and used for the carriage of goods
N1	Vehicles used for the carriage of goods and having a maximum mass not exceeding 3.5 tonnes.
N2	Vehicles used for the carriage of goods and having a maximum mass exceeding 3.5 tonnes but not exceeding 12 tonnes.
N3	Vehicles used for the carriage of goods and having a maximum mass exceeding 12 tonnes.
O	Trailers
O1	Trailers with a maximum mass not exceeding 0.75 tonnes.
O2	Trailers with a maximum mass exceeding 0.75 tonnes, but not exceeding 3.5 tonnes.
O3	Trailers with a maximum mass exceeding 3.5 tonnes, but not exceeding 10 tonnes.
O4	Trailers with a maximum mass exceeding 10 tonnes.

From: DSC
Sent: 06 August 2026 16:47
To: TEO Democratic Scrutiny Committee
Subject: DSC Inquiry - Regulation (EU) 2026/1738

Good afternoon,

[Regulation \(EU\) 2026/1738 on circularity requirements for vehicle design and on management of end-of-life vehicles, amending Regulations \(EU\) 2018/858 and 2019/1020 and repealing Directives 2000/53/EC and 2005/64/EC](#)

At its meeting on 6 August 2026, the DSC considered the above published replacement EU act and agreed to hold an inquiry.

The Department is therefore required to formally brief the Committee at its next meeting on **Thursday 13 August 2026**.

Officials are asked to provide further information on any questions which were not fully addressed in today's evidence session.

Additionally, the Committee asks the Department to provide trade statistics on Northern Ireland businesses trading car parts and used vehicles into the EU market. The Department is also asked to share the DSC's [Citizen Space consultation](#) on the published EU act with the stakeholders which it previously consulted.

Please provide details of the officials who will be attending to give oral evidence, using the attached template.

Kind regards,