

PUBLISHED REPLACEMENT EU ACT ASSESSMENT OF IMPACT

DSC REF: DSC/04/2025

Published Replacement EU Act

Regulation (EU) 2025/14 of the European Parliament and of the Council of 19 December 2024 on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020

[Regulation - 2025/14 - EN - EUR-Lex](#)

This Regulation amends Regulation (EU) 2019/1020 of the European Parliament and of the Council of 20 June 2019 on market surveillance and compliance of products and amending Directive 2004/42/EC and Regulations (EC) No 765/2008 and (EU) No 305/2011. While not directly included in Annex 2 of the Protocol on Ireland / Northern Ireland, Regulation (EU) 2019/1020 does fall within the scope of the Protocol as it replaces Regulation (EC) No 765/2008 which is listed in Annex 2 of the Protocol under heading '8. Goods – general provisions'.

[Regulation - 2019/120 - EN - EUR-Lex](#)

Summary of the Act

The main purpose of Regulation (EU) 2025/14 is to create a new type-approval framework in the EU for road going machinery, such as combine harvesters, diggers and mowing machinery, which is similar to the current EU frameworks for cars, tractors, motorcycles.

Only Article 51 of Regulation (EU) 2025/14 qualifies as amending/replacing legislation under the Protocol and is therefore covered by this DSC notification. The amendment being made by Article 51 is to update Annex 1 of the market surveillance Regulation to reference Regulation 2025/14 in the list of Regulations that are covered by it. It is also of note that the specific technical requirements that will apply in the EU under the new framework are not yet in place and will be established over the next couple of years in related delegated acts. Therefore the amendment will at this stage have no practical effect within the EU since there are no technical requirements yet for manufacturers to comply with.

In addition, and in terms of DSC scrutiny, this amendment won't have any practical effect here because Regulation 2025/14 does not apply here since it is not currently covered under the Protocol.

Department(s) Responsible

Vehicle 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 his Department for Infrastructure has an interest in the amendment of Regulation (EU) 2025/14 as it relates to the introduction in the EU of a new vehicle type approval scheme for road-going mobile machinery.

There is however currently no type-approval framework for road-going mobile machinery in the UK. Regulation in that area is currently covered under domestic construction and use and lighting Regulations and places the onus on the end user to ensure the vehicle is compliant. The regulation of road-going mobile machinery is therefore currently devolved.

Assessment of Impact

In terms of impact, there is no expected impact from the amendment of Regulation (EU) 2019/1020 since that amendment is an EU administrative exercise which has no practical effect at present in the UK. In addition, Regulation (EU) 2025/14 itself does not apply here as it is not currently covered by the Protocol.

It does not therefore appear that the application of the replacement EU act can have a significant impact specific to everyday life of communities in Northern Ireland in a way that is liable to persist.

Should the EU make a formal request through the Article 13(4) Protocol process to have Regulation (EU) 2025/14 included under the Protocol, it would appear that the DSC will have the opportunity to consider the impact at that point.

UK Government Explanatory Memorandum

An Explanatory Memorandum (EM) was completed by DfT in June 2023 when the now adopted Regulation was at the proposal stage and we have attached the EM at Appendix 1 for your information only.

We understand that DfT are currently considering the adopted Regulation and a revised EM is likely in due course. It is though unlikely to be available for the Committee's consideration on 16 January.

Analysis by the European Commission on its Impact Assessment

The Commission has prepared an Explanatory Memorandum in relation to the proposed Regulation. The link is as follows; [COM\(2023\) 178 final](#).

Departmental Engagement

DfI have had some initial engagement with DfT officials on this matter when the Explanatory Memorandum on the proposal was being drafted. Officials here did raise concerns about the potential impact of the new framework being proposed in terms of possible disruption to the supply of machinery between GB and Northern Ireland.