

## Index of Amendments to the Road Traffic (Construction Equipment and Use of Vehicles) Regulations

<u>ITEM</u>	<u>REGULATION TITLE</u>	<u>S.I. NO.</u>	<u>BRIEF STATEMENT OF EFFECT</u>
1	Road Traffic (Construction, Equipment and Use of Vehicles) Regulations, 1963	<a href="#">190 of 1963</a>	<p>These Regulations (also known as the CE&amp;U Regulations) prescribe the requirements as to the construction, equipment and use of vehicles (including large public service vehicles) while being used on public roads and, in certain cases, in public places.</p> <p>The Regulations also prescribe conditions as to the use of vehicles and their equipment and the duties of drivers and passengers.</p>
2	Road Traffic (Passenger Accommodation of Mechanically Propelled Vehicles) Regulations, 1962	<a href="#">143 of 1962</a>	<p>These Regulations prescribe the method of calculating the passenger accommodation of mechanically propelled vehicles for the purposes of the Road Traffic Act, 1961.</p>
3	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1965	<a href="#">79 of 1965</a>	<p>To provide for the compulsory fitting of anchorages for seat belts in the front seats of passenger cars. Provision is also made for certain data to be marked on certain trailers and semi-trailers.</p>
4	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1967	<a href="#">273 of 1967</a>	<p>To provide that in calculating the number of passengers on school buses on the basis of 3 children to 2 adults the upper age limit of 15 years shall not apply.</p>
5	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1969	<a href="#">94 of 1969</a>	<p>The effect of these Regulations is to (1) exempt mobile guns of the Defence Forces from requirements contained in the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations, 1963, as regards springs, tyres and brakes and (2) to remove the requirement in the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations, 1963, that vehicles having passenger accommodation for more than 14 persons should have a clearance of 10" from the ground.</p>
6	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2)	<a href="#">138 of 1969</a>	<p>To make it obligatory to fit safety frames on tractors.</p>

	Regulations, 1969		
7	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1970	<a href="#">211 of 1970</a>	To provide for the increase to 12 metres in the permissible length of large public service vehicles and the removal of a steering requirement applicable to them.
8	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1971	<a href="#">96 of 1971</a>	To provide for the compulsory fitting of safety belts and anchorage points of prescribed standards in cars, station wagons and light goods vehicles for use by the driver and the front seat passenger farthest from him. The Regulations apply to cars, station wagons and light goods vehicles first registered on or after 1st June, 1971.
9	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1974	<a href="#">297 of 1974</a>	To provide for an extension to a wider use in school transport of the principle already in operation whereby the number of passengers on large public service vehicles used for school transport may be calculated on the basis 3 children to 2 adults. Note that this effectively supersedes SI 273 of 1967.
10	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1978	<a href="#">291 of 1978</a>	To provide for the use of a wider range of materials in the upholstering of the seats of public service vehicles and also require that the seats be hygienically maintained.
11	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2) Regulations, 1978	<a href="#">360 of 1978</a>	To provide for the obligatory wearing of safety belts of prescribed standards by the driver and front seat passengers in cars, station wagons and light goods vehicles first registered on or after 1st June, 1971 and the wearing of crash helmets of prescribed standards by the drivers of motor cycles and their passengers.
12	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1981	<a href="#">270 of 1981</a>	To permit the fitting and use of a siren on a vehicle used for the delivery or collection of human blood or human blood products.
13	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1983	<a href="#">119 of 1983</a>	To provide for increases in the maximum permitted weights of certain categories of vehicles and in the maximum permitted length of articulated vehicles. The maximum permitted vehicle weights are subject to detailed controls in relation to axle spacings <sup>1</sup> .

<sup>1</sup> **Note:** Part II of the Road Traffic (Construction Equipment and Use of Vehicles) 1963 to 2002 was revoked by the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003).

14	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2) Regulations, 1983	<a href="#">278 of 1983</a>	To provide for increases in the maximum permitted weights of goods vehicles, their axles and individual wheels as well as axle spacings, and in the lengths of vehicles and combinations of vehicles. <sup>1</sup>
15	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1985	<a href="#">158 of 1985</a>	To require the fitting of laminated glass windscreens on new motor vehicles and the fitting of rear underrun protective devices and side guards to goods vehicles and trailers with an unladen weight exceeding 1524 kilogram's (1½ tons). The Regulations further empower the Minister to issue permits for special vehicles, including one person operated buses, subject to such conditions as may be specified in the permits.
16	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1986	<a href="#">442 of 1986</a>	To provide for increases in the maximum permitted weights of certain categories of vehicles and other minor amendments of national axle spacing controls. <sup>1</sup>
17	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1989	<a href="#">266 of 1989</a>	To allow the use of sirens on private cars by senior fire officers going to emergencies. These Regulations complement the Road Traffic (Lighting of Vehicles) (Amendment) Regulations 1989 ( S.I. No. 267 of 1989 ) which amends the Road Traffic (Lighting of Vehicles) Regulations, 1963 to 1985 to permit the use of a flashing blue lamp by a senior fire officer in similar circumstances.
18	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1990	<a href="#">319 of 1990</a>	To allow increases in maximum weight limits for certain categories of vehicles; in length of articulated vehicles from 15.5 to 16.5 metres; and to introduce maximum height limit of 4.57 metres for buses and 4.25 metres for other vehicles (including loads). <sup>1</sup>
19	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1991	<a href="#">273 of 1991</a>	Increases the maximum length of road trains to 18.35 metres.
20	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2) Regulations	<a href="#">358 of 1991</a>	Increases the minimum tread depth of tyres (1.6mm) for certain categories of motor vehicle. Updates general tyre safety requirements. <sup>1</sup>
21	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 3)	<a href="#">359 of 1991</a>	Requires the compulsory fitment of anchorages and safety belts in the rear seats of new cars and front seats of minibuses first registered on or after 1st January, 1992; from 1st January 1993 the compulsory wearing of rear seat safety belts where fitted and revised requirements for wearing

	Regulations, 1991		of seat belts and restraints by children.
22	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1992	<a href="#">325 of 1992</a>	Extended the maximum weight laden of 26t for a three axle rigid vehicle and 32t for a four axle rigid vehicle respectively to suspension systems "equivalent" to air suspension systems i.e. heavy goods vehicles fitted with double drive axles also qualify for these weight limits provided the weight on any one driving axle does not exceed 9.5tonnes. <sup>1</sup>
23	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1993	<a href="#">299 of 1993</a>	Provides for the compulsory fitment of speed limiters, over the period 1994 to 1996 to buses and coaches exceeding 10 tons and goods vehicles exceeding 12 tons. Speed limiters must be set at 85 km/h in the case of goods vehicles and 100 km/h in the case of buses and coaches. Vehicles registered prior to 1st January 1988 are exempt. The Regulations should be read in conjunction with S.I. No. 300 of 1993.
24	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2) Regulations, 1993	<a href="#">322 of 1993</a>	To prescribe revised standards for crash helmets for motor cyclists and pillion passengers.
25	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1996	<a href="#">26 of 1996</a>	To amend S.I. No. 158 of 1985 so as to require that in the case of a goods vehicle or trailer with an extendible chassis the area to be protected by side guards is to be determined when the chassis is at its minimum length.
26	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 2) Regulations, 1996	<a href="#">27 of 1996</a>	To extend by 5 years the transitional period for certain older vehicles and trailers to comply with the maximum height limit of 4.25 metres. <sup>1</sup>
27	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No. 3) Regulations, 1996	<a href="#">138 of 1996</a>	To consolidate and update the statutory provisions in relation to the use of sirens on certain vehicles. To permit the use of sirens on Irish Marine Emergency Service Vehicles. These Regulations complement the Road Traffic (Lighting of Vehicles) (Amendment) Regulations, 1996 ( S.I. No. 137 of 1996 ) which amend the Road Traffic (Lighting of Vehicles) Regulations, 1963 to 1994 to permit the use of blue flashing lights on Irish Marine Emergency Service vehicles.
28	Road Traffic (Construction, Equipment and Use of Vehicles)	<a href="#">139 of 1996</a>	To allow for the use of certain vehicles or combinations with a laden weight not exceeding 44,000 kilograms on international journeys or journeys to or from an intermodal rail terminal or

	(Amendment) (No. 4) Regulations, 1996		sea port in the State subject to certain technical requirements in relation to the vehicles or combinations of vehicles. <sup>1</sup>
29	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1997	<a href="#">404 of 1997</a>	To provide for the implementation of increases in the maximum permitted width and length of certain vehicles and the introduction of a turning circle requirement for buses and goods vehicle and trailer combinatuions. <sup>1</sup>
30	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1998	<a href="#">48 of 1998</a>	Revokes the requirement for small public service vehicles to have a step fitted in certain circumstances.
31	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 2000	<a href="#">224 of 2000</a>	<p>These Regulations provide for the implementation of certain requirements of Council Directive 96/53/EC of 25th July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic.</p> <p>The regulations require in the absence of equivalent manufacturer's plates, the fitment of authorisation plates, to</p> <p>(a) goods vehicles (including their trailers and semi-trailers) with a design gross vehicle weight exceeding 3.5 tonnes and to</p> <p>(b) buses/coaches with more than 8 passenger seats and a design gross vehicle weight exceeding 5 tonnes.</p> <p>The Regulations also revoke the maximum height limit for vehicles other than large public service vehicles.</p> <p>These Regulations should be read in conjunction with the European Communities (Proof of Compliance) Regulations, 2000, which sets out the operational arrangements for the fitment of authorisation plates.</p>
32	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 2002	<a href="#">51 of 2002</a>	These Regulations amend the provisions relating weights and dimensions and related characteristics of vehicles in international traffic contained in Regulations made in 1986 and amended most recently in 1997. These further amendments are required consequent upon the expiry of derogation granted in Directive 96/53/EC. A minor amendment is incorporated to exclude military vehicles from the requirements in the Regulations governing the maximum width of vehicles. <sup>1</sup>

33	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) (No.2) Regulations 2002	<a href="#">93 of 2002</a>	These Regulations prohibit the use of a hand-held mobile phone or similar communications apparatus while driving a mechanically propelled vehicle.
34	Road Traffic (Removal of Exemption From Wearing Seat Belts By Taxi Drivers) Regulations 2004	<a href="#">402 of 2004</a>	These Regulations remove, with effect from 1 July 2004, the exemption whereby the driver of a taxi, hackney or limousine is not required to wear a seat belt while during such a vehicle.
35	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations 2005	<a href="#">12 of 2005</a>	These Regulations amend Article 80 of the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations 1963 to provide that, from 20 January 2005, the maximum speed that a bus (single deck or double deck) may be driven at when carrying standee passengers is 65 kilometres per hour.
36	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations 1993 (Revocation) Regulations 2005	<a href="#">833 of 2005</a>	These Regulations revoke the Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations 1993 (S.I. No. 299 of 1993).
37	Road Traffic (Requirement to have Audible Warning Devices on Vehicles) Regulations 2006	<a href="#">340 of 2006</a>	<p>These Regulations consolidate and update the statutory provisions in relation to the use of sirens on certain vehicles. Under the Regulations, sirens may be used on vehicles used by the Gardaí, the fire service, an ambulance service, the Irish Marine Emergency Service, the Irish Prison Service and vehicles used for the delivery or collection of human transplant organs, human blood or human blood products.</p> <p>These Regulations complement the Road Traffic (Lighting of Vehicles) (Blue and Amber Lamps) Regulations, 2006 ( S.I. No. 342 of 2006 ) which amend the Road Traffic (Lighting of Vehicles) Regulations, 1963 to 1996 to permit the use of blue flashing lights on certain vehicles.</p>
38	Road Traffic (Components and Separate Technical Units) Regulations 2007	<a href="#">375 of 2007</a>	The purpose of these Regulations is to transpose into Irish law provisions relating to the placing on the market, sale or use of new components or new separate technical units of certain mechanically propelled vehicles.
39	Road Traffic (Components and	<a href="#">629 of 2007</a>	The purpose of these Regulations is to transpose into Irish law provisions relating to the placing

	Separate Technical Units) (Two and Three Wheel Motor Vehicle) Regulations 2007		on the market, sale or use of new components or new separate technical units of two or three wheel motor cycles.
40	Road Traffic (Driving Mirrors — Additional Requirements for Heavy Goods Vehicles) Regulations 2008.	<a href="#">312 of 2008</a>	These Regulations provide for the fitment of additional mirrors to reduce the lateral blind spots on certain heavy goods vehicles registered since 1 January 2000.
41	Road Traffic (Construction, Equipment and Use of Vehicles) (Revocation) Regulations 2010	<a href="#">259 of 2010</a>	These regulations revoke Part V of the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations 1963, S.I. No. 190 of 1963 , the Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1978, S.I. No. 291 of 1978 and the Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations, 1998, S.I. No. 48 of 1998 . New regulations relating to standards for Small Public Service Vehicles may be found in the Taxi Regulation Act 2003 (Suitability Inspection and Annual Licence Renewal Assessment of Small Public Service Vehicles) Regulations 2010.
42	Road Traffic (Construction, Equipment and Use of Vehicle) (Amendment) Regulations 2011	<a href="#">235 of 2011</a>	<p>These Regulations make it obligatory that, from 1 June 2011, Category M, N and O vehicles must comply with the construction, fitting and performance requirements of the EC braking directive 71/320/EEC as amended by directive 98/12/EC or UN/ECE Regulations 13.09 or 13H.</p> <p>These requirements apply to new Category M &amp; N vehicles registered from 1 June 2011, Category O3 and O4 trailers first licensed in the State from 1 June 2011, Category O1 and O2 trailers manufactured from 1 June 2011. Other categories of road vehicles, such as motorcycles, slow speed vehicles, tracked vehicles and existing vehicles continue to comply with the current braking requirements.</p> <p>These Regulations require the use of the ISO 7638 connector where a goods vehicle over 3.5 tonnes is being used to tow a trailer over 3.5 tonnes when both vehicles are fitted with an ISO 7638 connector, regardless of any alternative method available on the vehicles to provide electrical supply to the brakes of the trailer.</p> <p>These Regulations also require that the anti-lock braking system (ABS), where fitted, is maintained in a good and efficient working order as part of the braking system.</p>
43	Road Traffic (Spray Suppression) Regulations 2011	<a href="#">272 of 2011</a>	These Regulations provide for the compulsory fitment of spray-suppression systems to certain motor vehicles and their trailers.

			<p>The vehicles involved are mechanically propelled goods vehicles with a design gross vehicle weight exceeding 7.5 tonnes, goods trailers and semi-trailers with a design gross vehicle weight exceeding 3.5 tonnes, and which are capable of exceeding a speed of 50 km/h.</p> <p>The Regulations require the fitment of spray-suppression systems, to vehicles registered from 1 September 2011.</p> <p>Certain vehicles are exempted on technical grounds.</p>
44	Road Traffic (Requirement to have Audible Warning Devices on Vehicles) Regulations 2011	<a href="#">694 of 2011</a>	<p>These Regulations update the statutory provisions in relation to the use of sirens on certain vehicles. Under the Regulations, sirens may be used on vehicles used by the Gardai, a fire service, an ambulance service, the Irish Coast Guard, the Irish Prison Service, vehicles used for the delivery or collection of human transplant organs, human blood or blood products and certain Military Police vehicles.</p>
45	Road Traffic (Construction, Equipment and Use of Vehicles) (Amendment) Regulations 2014	<a href="#">248 of 2014</a>	<p>These regulations amend the Road Traffic (Construction, Equipment and Use of Vehicles) Regulations 1963 to update the braking-related requirements for agricultural and forestry vehicles (including agricultural tractors, self-propelled agricultural machinery, agricultural trailers and interchangeable towed equipment). The Regulations come into effect on 1 January 2016.</p> <p>Agricultural tractors with a maximum design speed exceeding 40 kilometres per hour must be equipped with service, emergency and parking brakes with efficiencies of at least 45%, 22.5% and 16% respectively, whereas those with a maximum design speed not exceeding 40 kilometres per hour must be equipped with service and parking brakes with efficiencies of at least 25% and 16% respectively.</p> <p>Agricultural trailers (including pieces of interchangeable towed equipment where the ratio of Design Gross Vehicle Weight (DGVW) to the unladen weight is equal to or greater than 3.0) capable by design of being drawn at a speed exceeding 40 kilometres per hour must be equipped with service, breakaway and parking brakes with efficiencies of at least 45%, 13.5% and 16% respectively.</p> <p>Vehicles in this category that are manufactured on or after 1 January 2016 must also be equipped with pneumatic braking systems (including load sensing functionality) and those capable by design of being drawn at a speed exceeding 60 kilometres must be equipped with anti-lock braking systems (ABS).</p>



			Finally, agricultural trailers (again including pieces of interchangeable towed equipment where the ratio of Design Gross Vehicle Weight (DGVW) to the unladen weight is equal to or greater than 3.0) that are incapable by design of being drawn at a speed exceeding 40 kilometres per hour must be equipped with service and parking brakes with efficiencies of at least 25% and 16% respectively. Vehicles in this category that are manufactured on or after 1 January 2016 must also be fitted with a breakaway brake with an efficiency of at least 13.5%; however, those manufactured prior to 1 January 2016 may alternatively be fitted with a secondary coupling consisting of a chain or wire rope.
--	--	--	---