

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

ITEM	REGULATION TITLE	S.I. NO.	BRIEF STATEMENT OF EFFECT
1	Road Traffic (Construction and Use of Vehicles) Regulations 2003	<u>5 of 2003</u>	The Road Traffic (Construction and Use of Vehicles) Regulations 2003 as amended, also known as the ‘C&U’ Regulations, prescribe the maximum authorised weights and dimensions for mechanically propelled vehicles and trailers operating on the public road in Ireland.
2	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2004	<u>99 of 2004</u>	These Regulations transpose Directive 2002/7/EC relating to maximum authorised vehicle dimensions and weights through the amendment of the Road Traffic (Construction and Use of Vehicles) Regulations 2003. Directive 2002/7/EC, which amends Directive 96/53, sets harmonised maximum length for buses circulating in the Community.
3	Road Traffic (Construction and Use of Vehicles) (Amendment) (No. 2) Regulations 2004	<u>858 of 2004</u>	These Regulations amend the provisions whereby the Minister may issue a permit for a vehicle to allow its use notwithstanding its non-compliance with Regulations made under Part II of the Road Traffic Act 1961.
4	Road Traffic (Special Permits for Particular Vehicles) Regulations 2007	<u>283 of 2007</u>	These Regulations restate with amendments the regulatory framework for the issue of special permits by local authorities authorising particular vehicles or combinations of vehicles which contravene the Road Traffic (Construction and Use of Vehicles) Regulations 2003 to be used on public roads notwithstanding the contraventions. The Regulations also revoke Regulation 59 of the Road Traffic (Construction and Use of Vehicles) Regulations 2003, which prior to these Regulations provided the legislative basis for these permits.
5	Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2007	<u>829 of 2007</u>	These Regulations amended Regulation 14(2) of the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003) to provide that, until 1 January, 2009 the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.



6	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2008	366 of 2008	These Regulations provide that 4.65 metres is the maximum height limit for vehicles (including loads carried).
7	Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2008	589 of 2008	These Regulations provided that, until 1 January 2010, the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.
8	Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2009	576 of 2009	These Regulations provided that, until 30 September 2010, the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.
9	Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2010	452 of 2010	These Regulations provide that, until 30 June 2011, the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.
10	Road Traffic (Weight Laden of 5 Axle Articulated Vehicles) Regulations 2011	315 of 2011	These Regulations provide that, until 31 December 2011, the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.
11	Road Traffic (Weight Laden of 5 axle Articulated Vehicles) (Amendment) Regulations 2011	654 of 2011	These Regulations provide that, until 31 December 2014, the weight laden of a combination of a 2 axle tractor unit and a 3 axle semi-trailer may exceed 40 tonnes but shall not exceed 42 tonnes.
12	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2013	43 of 2013	<p>These Regulations provide that, from 1st April 2013, the weight laden of a combination of a 3 axle tractor unit towing a 3 axle appropriate semi-trailer may exceed 44 tonnes but shall not exceed 46 tonnes provided the vehicles satisfy certain additional criteria.</p> <p>Tractor units and semi-trailers already in service will require EBS braking systems in order to be permitted to operate as part of a 6 axle 46-tonne combination. From 1 April 2013, new tractor units in such a combination (in addition to EBS braking systems) will require electronic stability control (ESC), while, from the same date, new semi-trailer units in such a combination (in addition to EBS braking systems) will require roll stability control.</p> <p>The maximum permitted tonnes/metre allowance for semi-trailers that will operate as part of a</p>



			<p>46 tonne combination is increased from 5.5t/m to 5.75t/m.</p> <p>Finally, the concept of an ‘appropriate semi-trailer’ is now included in these Regulations such that all semi-trailers operating as part of a combination of vehicles with a gross combination weight in excess of 40 tonnes now require anti-lock braking systems and a road friendly suspension.</p>
13	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2014	166 of 2014	<p>These regulations provide that the maximum national vehicle height of 4.65 metres prescribed by Regulation 36 of the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003), as inserted by the Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2008 (S.I. No. 366 of 2008), shall not apply to an unenclosed agricultural or goods vehicle combination that is being used exclusively for the transport of hay, silage, straw and other animal fodder, or combinations thereof, that is baled.</p>
14	Road Traffic (Construction and Use of Vehicles) (Amendment) (No. 2) Regulations 2014	253 of 2014	<p>These regulations amend the Road Traffic (Construction and Use of Vehicles) Regulations 2003 to update the weights and dimensional-related requirements for agricultural and forestry vehicles (including agricultural tractors, agricultural trailers, fully mounted agricultural equipment and interchangeable towed equipment). They come into effect on 1 January 2016.</p> <p>National weight limits of 18 and 24 tonnes respectively are introduced for two and three axle agricultural tractors with limits of 13, 19 and 22.5 tonnes introduced for rigid drawbar single, tandem and triaxle agricultural trailers respectively. However higher limits of up to 24 and 34 tonnes are permitted for rigid drawbar tandem and triaxle agricultural trailers respectively that are plated; subject to them satisfying additional technical requirements such as a mandate for the fitment of a flexible suspension system, flotation tyres and a steered or steering axles on trailers with axle centres of 1.8 metres or greater.</p> <p>As regards dimensions, the overall width of an agricultural trailer or piece of interchangeable towed equipment with a design gross vehicle weight exceeding 3.5 tonnes has been increased from 2.5 to 2.55 metres. This is to align it with the requirement that is already applicable to goods trailers. Note however that the following items are disregarded in the calculation of the overall width of an agricultural trailer or piece of interchangeable towed equipment; the projecting part of flotation tyres and associated mudguards protruding beyond the bodywork on</p>



			<p>each side of the vehicle up to a maximum of 100 millimetres, and devices associated with hydraulic rear door opening mechanisms.</p> <p>Requirements are also introduced pertaining to the maximum vertical load that can be exerted on an agricultural tractor's coupling by a trailer's drawbar, which must not exceed the lower of the tractor manufacturer's specifications, 3 tonnes, or 4 tonnes in the case of a ball and spoon type coupling which has been approved for this load.</p> <p>Finally, combinations of agricultural tractors and trailers, where either of them is unladen, will have their maximum towable mass capped at 3 times the tractor's unladen weight.</p>
15	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2015	136 of 2015	<p>These Regulations introduce a revised national weight limit of 46 tonnes for six (or more) axle rigid vehicle and drawbar trailer combinations from 1 June 2015. However, in order to be permitted to operate as part of a 6 axle 46 tonne rigid and drawbar trailer combination, the following criteria must be met: 1. Rigid vehicles and drawbar trailers already in service prior to 1 June 2015 require air September 2015 suspension or equivalent systems and Electronic Braking Systems (EBS). 2. New rigid vehicles registered on or after 1 June 2015, in addition to requiring air suspension or equivalent systems and EBS, also require Electronic Stability Control (ESC). However, an exemption from the ESC requirement is provided for rigid vehicles having more than 3 axles. 3. New drawbar trailers licensed on or after 1 June 2015, in addition to requiring air suspension or equivalent systems and EBS, also require Roll Stability Control (RSC).</p>
16	Road Traffic (Construction and Use of vehicles) (Amendment) Regulations 2015	354 of 2015	<p>These Regulations amend the Road Traffic (Construction and Use of Vehicles) Regulations 2003 to update the dimensional-related requirements for agricultural vehicles (including agricultural tractors, agricultural trailers, fully mounted agricultural equipment, interchangeable towed equipment and self-propelled agricultural machinery). They come into effect on 1 January 2016.</p>
17	Road Traffic (Construction and Use of vehicles) (Amendment) Regulations 2017	320 of 2017	<p>These Regulations give effect in Irish law to Directive (EU) 2015/719 of the European Parliament and of the Council of 29 April 2015 amending Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the EU the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic, including with regard to the intermodal transport of goods between the State and other EU Member States.</p>



			<p>In particular, in pursuit of the Directive’s objectives of improving road safety and reducing greenhouse gas emissions from relevant vehicles, these Regulations increase slightly the maximum permitted weights and dimensions of relevant types of vehicle in specified circumstances, in order to facilitate:</p> <ul style="list-style-type: none"> • the fitting of retractable or foldable aerodynamic devices, • the use of more aerodynamic cabs (which also leads to improved visibility of pedestrians and other road users), • the fitting and use of alternative powertrains, • the use of alternatively fuelled vehicles, and • the use of longer (45-foot) standardised containers and swap bodies in intermodal transport operations (as defined). <p>In the case of containers and swap bodies, these Regulations require shippers to provide hauliers with weight-related information concerning that cargo and require hauliers to provide access to that information when it is provided by the shipper.</p>
18	Road Traffic (Construction and Use of vehicles) (Amendment) Regulations 2018	23 of 2018	<p>These Regulations amend the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003) to:</p> <ul style="list-style-type: none"> • impose a maximum weight limit for rigid vehicles (other than agricultural tractors, agricultural trailers and vehicles that are subject to a special permit) that have more than four axles; • require that, in the event of any modification being made to the number of axles of a rigid vehicle (other than an agricultural tractor, an agricultural trailer and a vehicle that is subject to a special permit) so that the vehicle, post-modification, has more than four axles, the maximum weight laden of the relevant vehicle must be re-assessed and a declaration of conformity in respect of it must be prepared (by the manufacturer, the authorised distributor or an appointed person); • require that a vehicle to which these Regulations apply must, when used in a public place, be fitted with a manufacturer’s plate or an authorisation plate that displays in permanent form specified information from the certificate of conformity (or, as appropriate, the declaration of conformity) in respect of the maximum weight laden and individual axle limits of that vehicle;



			<p>and</p> <ul style="list-style-type: none"> • in the case of a triaxle, subject to an overall weight limit of 21 tonnes (if the distance between the two closest adjacent axles is less than 1.3 metres) or 24 tonnes (if the distance between the two closest adjacent axles is at least 1.3 metres), impose a limit of 9.5 tonnes per driving axle, where specified conditions are met. <p>The maximum weight laden of a rigid vehicle:</p> <p>(a) that is first registered in the State on or after 1 February 2018 and which at the time of that first registration has more than four axles, or</p> <p>(b) which, on or after 1 February 2018, is modified so that, post-modification, the vehicle has more than four axles,</p> <p>is the lower of:</p> <p>(i) 36 tonnes, and</p> <p>(ii) the design weights specified (by the manufacturer or authorised distributor of the vehicle or an “appointed person” only) on the vehicle’s certificate of conformity or completed declaration of conformity.</p> <p>Further, the weight laden (expressed in tonnes) of a vehicle to which these Regulations apply must not exceed the number that is obtained when the distance between the extreme front and rear axles, expressed in metres correct to two decimal places, is multiplied by 5.5.</p>
19	Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2025	47 of 2025	<p>These Regulations amend the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003) to:</p> <ul style="list-style-type: none"> • Amend the principle Regulations by substituting Regulation (EU) 2018/858 for Directive 2007/46/EC in each place where it occurs. • Substitute the definition of alternatively fueled vehicle means a motor vehicle powered wholly or in part by an alternative fuel and which has been approved under the framework of the European Union (Road Vehicles: Type-Approval and Market Surveillance) Regulations 2020 (S.I. No. 556 of 2020) or Regulation (EU) 2018/858, in the case of a vehicle registered in a Member State other than the State;”, <p>The maximum permitted weight laden of a zero-emission vehicle other than a bus</p>



			<ul style="list-style-type: none"> The maximum permitted weight laden, is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes. <p>The maximum permitted weight laden of an alternatively fueled vehicle other than a bus</p> <ul style="list-style-type: none"> The maximum permitted weight laden, is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.
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