



STATUTORY INSTRUMENTS.

S.I. No. 47 of 2025



ROAD TRAFFIC (CONSTRUCTION AND USE OF VEHICLES)
(AMENDMENT) REGULATIONS 2025

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I, DARRAGH O'BRIEN, Minister for Transport, in exercise of the powers conferred on me by sections 5, 11 and 12 of the Road Traffic Act 1961 (No. 24 of 1961), sections 10 and 11 of the Road Traffic Act 1968 (No. 25 of 1968) and section 2 of the Road Traffic Act 2006 (No. 23 of 2006) (as adapted by the Transport, Tourism and Sport (Alteration of Name of Department and Title of Minister) Order 2020 (S.I. No. 351 of 2020)) and for the purpose of giving further effect to Council Directive 96/53/EC of 25 July 1996¹, as amended by Article 20 of Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019² and for the purpose of giving full effect to Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018³, hereby make the following regulations:

1. These Regulations may be cited as the Road Traffic (Construction and Use of Vehicles) (Amendment) Regulations 2025.

2. These Regulations come into operation on 1 March 2025.

3. In these Regulations “Principal Regulations” mean the Road Traffic (Construction and Use of Vehicles) Regulations 2003 (S.I. No. 5 of 2003).

4. Regulation 2(1) of the Principal Regulations is amended –

(a) by the insertion of the following definitions:

“ ‘Commission Implementing Regulation (EU) 2020/683’ means Commission Implementing Regulation (EU) 2020/683 of 15 April 2020⁴ implementing Regulation (EU) 2018/858 with regards to the administrative requirements for the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, as amended by Commission Implementing Regulation (EU) 2022/195 of 11 February 2022⁵, Commission Implementing Regulation (EU) 2022/799 of 20 May 2022⁶, Commission Implementing Regulation (EU) 2022/1177 of 7 July 2022⁷ and Commission Implementing Regulation (EU) 2022/1362 of 1 August 2022⁸;

¹ OJ No. L 235, 17.09.1996, p.59.

² OJ No. L 198, 25.07.2019, p.202.

³ OJ No. L 151, 14.06.2018, p. 1.

⁴ OJ No. L 163, 26.5.2020, p. 1.

⁵ OJ No. L 31, 14.2.2022, p. 27.

⁶ OJ No. L 143, 23.5.2022, p. 1.

⁷ OJ No. L 183, 8.7.2022, p. 54.

⁸ OJ No. L 205, 5.8.2022, p 145.

‘Regulation (EU) 2018/858’ means Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC³, as amended by Regulation (EU) 2019/2144 of the European Parliament and of the Council of 27 November 2019⁹, Commission Delegated Regulation (EU) 2021/1244 of 20 May 2021¹⁰, Commission Delegated Regulation (EU) 2021/1445 of 23 June 2021¹¹, Commission Delegated Regulation (EU) 2022/2236 of 20 June 2022¹², Regulation (EU) 2024/1257 of 24 April 2024¹³ and Regulation (EU) 2024/1610 of 14 May 2024¹⁴;

‘zero-emission vehicle’ means a zero-emission heavy-duty vehicle as defined in Article 3(11) of Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019²;

- (b) by the substitution of the following definition for the definition of “alternatively fuelled vehicle”:

“ ‘alternatively fuelled 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;”

- (c) by the substitution of the following definition for the definition of “certificate of conformity”:

“ ‘certificate of conformity’ has the meaning assigned to it by Article 3(5) of Regulation (EU) 2018/858;”

- (d) by the substitution of the following definition for the definition of “Council Directive”:

“ ‘Council Directive’ means Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorized weights in international traffic¹⁵, as amended by Directive 2002/7/EC of the European Parliament and of the Council of 18 February 2002¹⁶, Directive (EU) 2015/719 of the European Parliament and of the

⁹ OJ No. L 325, 16.12.2019, p. 1.

¹⁰ OJ No. L 272, 30.7.2021, p. 16.

¹¹ OJ No. L 313, 6.9. 2021, p. 4.

¹² OJ No. L 296, 16.11.2022, p. 1.

¹³ OJ No. L 1257, 8.5.2024, p. 1.

¹⁴ OJ No. L 1610, 6.6.2024, p. 1.

¹⁵ OJ L 235, 17.9.1996, p. 59.

¹⁶ OJ L 67, 9.3.2002, p. 47.

Council of 29 April 2015¹⁷, Decision (EU) 2019/984 of the European Parliament and of the Council of 5 June 2019¹⁸ and Regulation (EU) 2019/1242 of the European Parliament and of the Council of 20 June 2019¹⁹,”

- (e) by the deletion of the definition of “Directive 2007/46/EC”, and
- (f) by the substitution, in the definition of “manufacturer”, of “Regulation (EU) 2018/858” for “Directive 2007/46/EC”.

5. Regulation 2A of the Principal Regulations is amended by the substitution of “Annex I to Commission Implementing Regulation (EU) 2020/683” for “Annex I to Directive 2007/46/EC”.

6. Regulation 9 of the Principal Regulations is amended by the insertion of the following paragraph after paragraph (4):

“(4A) In the case of a 2-axle zero-emission vehicle other than a bus, the maximum permitted weight laden of 18 tonnes is increased by the additional weight that is required for the vehicle’s zero-emission technology, subject to a maximum of 2 additional tonnes.”.

7. Regulation 10 of the Principal Regulations is amended –

- (a) by the insertion of the following paragraph after paragraph (1A):

“(1B) In the case of a vehicle to which paragraph (1) applies that is a zero-emission vehicle, the maximum permitted weight laden of 25 tonnes is increased by the additional weight that is required for the vehicle’s zero-emission technology, subject to a maximum of 2 additional tonnes.”,
- (b) by the insertion of the following paragraph after paragraph (2A):

“(2B) In the case of a vehicle to which paragraph (2) applies that is a zero-emission vehicle, the maximum permitted weight laden of 26 tonnes is increased by the additional weight that is required for the vehicle’s zero-emission technology, subject to a maximum of 2 additional tonnes.”,
- (c) by the substitution, in paragraph (3A), of “paragraphs (3B) and (3C)” for “paragraph (3B)”, and
- (d) by the insertion of the following paragraph after paragraph (3B):

“(3C) In the case of a 3-axle articulated bus that is a zero-emission vehicle, the maximum permitted weight laden of 28 tonnes is increased by the additional weight that is required for

¹⁷ OJ L 115, 6.5.2015, p. 1.

¹⁸ OJ L 164, 20.6.2019, p. 30.

¹⁹ OJ L 198, 25.7.2019, p. 202.

the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”.

8. Regulation 13 of the Principal Regulations is amended –

- (a) by the insertion of the following paragraph after paragraph (1):
- “(1A) The weight laden of an articulated vehicle having 4 axles may exceed 35 tonnes but shall not exceed 36 tonnes if the vehicle –
- (a) consists of a 2 axle tractor unit and a 2 axle semi-trailer,
 - (b) the distance between the axles of the semi-trailer is greater than 1.3m but not more than 1.8m, and
 - (c) is equipped with a plate complying with the requirements of the Regulations of 2000.”,
- (b) in paragraph (2) –
- (i) by the insertion of the following subparagraph after subparagraph (a):
- “(ab) the distance between the axles of the semi-trailer is greater than 1.8m.”, and
- (ii) by the substitution of the following subparagraph for subparagraph (c):
- “(c) is equipped with an anti-lock braking system, and”,

and

- (c) by the insertion of the following paragraphs after paragraph (2):
- “(3) In the case of an articulated vehicle to which this Regulation applies that is an alternatively fuelled vehicle, 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.
- (4) In the case of an articulated vehicle to which this Regulation applies that is a zero-emission vehicle, 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.”.

9. Regulation 14 of the Principal Regulations is amended –

- (a) by the insertion of the following paragraphs after paragraph (1):
- “(1A) In the case of a vehicle to which paragraph (1) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 40 tonnes is increased by the additional weight that is

required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(1B) In the case of a vehicle to which paragraph (1) applies that is a zero-emission vehicle, the maximum permitted weight laden of 40 tonnes is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”,

and

(b) by the deletion of paragraph (2).

10. Regulation 17 of the Principal Regulations is amended by the insertion of the following paragraphs after paragraph (2):

“(3) In the case of a combination of vehicles to which paragraph (2) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 36 tonnes is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(4) In the case of a combination of vehicles to which paragraph (2) applies that is a zero-emission vehicle, the maximum permitted weight laden of 36 tonnes is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”.

11. Regulation 18 of the Principal Regulations is amended –

(a) by the insertion of the following paragraphs after paragraph (2):

“(2A) In the case of a combination of vehicles to which paragraph (2) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 40 tonnes is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(2B) In the case of a combination of vehicles to which paragraph (2) applies that is a zero-emission vehicle, the maximum permitted weight laden of 40 tonnes is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”,

(b) by the insertion of the following paragraphs after paragraph (6):

“(6A) In the case of a 2-axle motor vehicle with a 3-axle semi-trailer to which paragraph (6) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 42 tonnes is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(6B) In the case of a 2-axle motor vehicle with a 3-axle semi-trailer to which paragraph (6) applies that is a zero-emission vehicle, the maximum permitted weight laden of 42 tonnes is increased by the additional weight that is required for the

vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”,

and

(c) by the insertion of the following paragraph after paragraph (7):

“(7A) In the case of a 3-axle motor vehicle with a 2-axle semi-trailer to which paragraph (7) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 44 tonnes is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(7B) In the case of a 3-axle motor vehicle with a 2-axle semi-trailer to which paragraph (7) applies that is a zero-emission vehicle, the maximum permitted weight laden of 44 tonnes is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”.

12. Regulation 19 of the Principal Regulations is amended by the insertion of the following paragraphs after paragraph (3A):

“(3B) In the case of a 3-axle motor vehicle with a 3-axle semi-trailer to which paragraph (3A) applies that is an alternatively fuelled vehicle, the maximum permitted weight laden of 44 tonnes is increased by the additional weight that is required for the vehicle's alternative fuel technology, subject to a maximum of one additional tonne.

(3C) In the case of a 3-axle motor vehicle with a 3-axle semi-trailer to which paragraph (3A) applies that is a zero-emission vehicle, the maximum permitted weight laden of 44 tonnes is increased by the additional weight that is required for the vehicle's zero-emission technology, subject to a maximum of 2 additional tonnes.”.

13. Regulation 22A of the Principal Regulations is amended –

(a) by the insertion, in paragraph (1), of “and a zero-emission vehicle” after “an alternatively fuelled vehicle”, and

(b) by the substitution, in paragraph (2), of “an alternatively fuelled vehicle or a zero-emission vehicle:” for “an alternatively fuelled vehicle:”.

14. Regulation 26 of the Principal Regulations is amended by the substitution of “(6A) This paragraph applies to vehicles” for “(6) This paragraph applies to vehicles”.

15. Regulation 28B of the Principal Regulations is amended by the substitution of “Regulation (EU) 2018/858” for “Directive 2007/46/EC” in each place where it occurs.

16. Regulation 28C of the Principal Regulations is amended by the substitution of “Regulation (EU) 2018/858” for “Directive 2007/46/EC” in each place where it occurs.



GIVEN under my Official Seal,
1 March, 2025.

DARRAGH O'BRIEN,
Minister for Transport.

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