

**EXPLANATORY MEMORANDUM FOR EUROPEAN UNION LEGISLATION/DOCUMENTS  
WITHIN THE SCOPE OF THE UK/EU WITHDRAWAL AGREEMENT AND THE WINDSOR  
FRAMEWORK**

**C(2026) 1808 final**

**COMMISSION DELEGATED REGULATION (EU) .../... amending Annex II to Regulation (EU) 2018/858 of the European Parliament and of the Council as regards the environmental performance and emission requirements for vehicles produced in unlimited series and for special purpose vehicles, the automated valet parking for vehicles produced in unlimited series, the electric safety and advanced driver distraction warning requirements for vehicles produced in small series and special purpose vehicles and updating the list of alternative UN Regulations in Part II of that Annex**

Submitted by the Department for Transport

18 May 2026

**SUBJECT MATTER**

1. This Explanatory Memorandum sets out the implications for Northern Ireland of a proposed EU Commission Delegated Regulation amending the EU's type-approval framework for passenger and commercial vehicles. The amendments would update references to the tests required for Euro 6 and 7 emissions testing; apply an EU regulation for an automated vehicle technology; apply a UN Regulation for a driver assistance technology; apply EU requirements for advanced driver distraction warning systems to vehicles approved under the EU small series scheme; and apply the latest updates to a UN Regulation governing vehicle electrical safety.

**SCRUTINY HISTORY**

2. There has been no previous scrutiny of this proposal.

**MINISTERIAL RESPONSIBILITY**

3. The Secretary of State for Transport.

**INTEREST OF THE DEVOLVED GOVERNMENTS (DGs)**

4. Type approval is a reserved matter. The Devolved Governments, particularly in Northern Ireland, have an interest and have been consulted in the preparation of this EM. No comments were received.

**LEGAL AND PROCEDURAL ISSUES**

- i. **Legal Base:**

Article 5(3), Article 41(5) and Article 57(2) of Regulation (EU) 2018/858, the type-approval framework regulation for passenger and commercial vehicles and their trailers.

ii. **Voting Procedure:**

In accordance with Article 82 of Regulation (EU) 2018/858, a Delegated Regulation shall only enter into force if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act. That period may be extended by a further two months at the request of either body. We are not aware that such a request has been made.

iii. **Timetable for adoption and implementation:**

The proposal was adopted by the Commission on 23 March 2026. It will enter into force 20 days after it is published in the Official Journal of the EU.

## **POLICY AND LEGAL IMPLICATIONS**

5. The amendments relating to Euro 6 and Euro 7 emissions are to amend the reference table in the type-approval framework to refer to the specific tests required by those Regulations for the approval of mass-produced vehicles. In addition, they would allow type-approval authorities to exempt special purpose vehicles, such as motor-caravans and ambulances, from some of those requirements. There are no amendments to the technical requirements for approval to the Euro 6 and 7 Regulations. The Government is consulting on the implementation of Euro 7 under the GB type-approval scheme and expects similar administrative amendments may be required to the domestic GB type-approval Regulation. The Government has previously committed to provide the Committee with an update on the implementation of Euro 7 in Great Britain once the final proposals are published.
6. Regulation (EU) 2022/1426 includes the technical requirements for automated valet parking systems – an automated driving function that enables vehicles to drive without a driver over a short distance within a specific area such as a car park. Currently it is only possible to include this technology in vehicles produced in limited numbers under the EU small series type-approval scheme. The amendment would enable mass produced vehicles to include this technology. It does not mandate the fitment of such systems, but if fitted they must comply with its requirements. The GB type-approval scheme does not prevent such systems from being fitted to vehicles so it would be possible for vehicles approved under it to be sold in Great Britain. Therefore, it is not expected to prevent manufacturers from selling vehicles with the technology in both Great Britain and Northern Ireland.

7. Regulation (EU) 2019/2144, known as the General Safety Regulation sets the requirements for many vehicle safety systems. It was recently amended to include a reference to UN Regulation 171 which sets the technical requirements for Driver Control Assistance Systems, which assist the driver in both the lateral and longitudinal control of the vehicle. The proposal would make it a requirement that, where such systems are fitted to mass produced vehicles, they must be approved to the UN Regulation.
8. The UK is also a signatory to UN Regulation 171 and accepts and issues approvals for such systems. Both the GB and EU type-approval schemes prevents such systems from being fitted to vehicles, via the mandated UN Regulation 79 on steering, unless they are approved to UN Regulation 171. As such it would be possible for vehicles approved under it to be sold in Great Britain, and it is not expected to prevent manufacturers from selling vehicles with the technology in both Great Britain and Northern Ireland.
9. The requirements for Advanced Driver Distraction Warning (ADDW) systems, which alert the driver if their gaze is directed away from the road for prolonged periods, already applies to mass produced vehicles in the EU. This amendment applies it to the EU small series scheme for both manual and automated vehicles. It provides additional time for vehicles to comply and applies it to special purpose vehicles (e.g. motor caravans, ambulances, armoured vehicles, and wheelchair accessible vehicles).
10. The requirements of the EU small series scheme and Great Britain's equivalent 'medium series' scheme and those for special purpose vehicles are not aligned. However, we are not aware of any disruption to the supply of vehicles in the UK as a result.
11. The safety of electric vehicle power and battery systems are regulated through UN Regulation 100. It was recently updated to make its requirements more stringent. The proposal would allow more time for vehicles approved using the EU small series scheme to comply, and exempt wheelchair accessible vehicles from parts of the UN Regulation. The UK is also a signatory to this UN Regulation and accepts and issues approvals to it. As a result, the Department expects vehicles with approvals to the latest version of UN Regulation 100 to be approved under the GB type-approval scheme. It is not expected to prevent manufacturers from supplying the same specification of vehicle to both Great Britain and Northern Ireland.
12. There is no effect on Northern Ireland's participation in the UK's free trade agreements as the automotive elements of such agreements are based on the recognition of international UN Regulations where available.
13. There is no effect on Northern Ireland's participation in the UK's Common Frameworks.

14. The proposed amendments are to legislation in scope of the Windsor Framework and will apply directly in Northern Ireland, no further legislation is required.

#### **CONSULTATION**

15. The European Commission consulted Member States and industry stakeholders via its Motor Vehicles Working Group, the proposal was endorsed by Member States at a meeting of the Member States Expert Group. A formal consultation on the proposal was held between 19 November-17 December 2025, no responses were received from businesses based in Northern Ireland.

#### **FINANCIAL IMPLICATIONS**

16. There are no financial implications for the UK.

A handwritten signature in blue ink, appearing to read 'Simon Lightwood', with a long horizontal flourish extending to the right.

**Simon Lightwood MP**  
**Parliamentary Under Secretary of State**  
**Department for Transport**