

EXPLANATORY MEMORANDUM TO

The Motor Vehicles (Wearing of Seat Belts) (Amendment) Regulations (Northern Ireland) 2015

S.R. 2015 No. 24

1. Introduction

- 1.1. This Explanatory Memorandum has been prepared by the Department of the Environment to accompany the Statutory Rule (details above) which is laid before the Northern Ireland Assembly.
- 1.2. The Statutory Rule is made under Article 24(3) and (6) of the Road Traffic (Northern Ireland) Order 1995 and is subject to the affirmative resolution procedure.

2. Purpose

- 2.1. The purpose of the Regulations is to amend the Motor Vehicles (Wearing of Seat Belts) Regulations (Northern Ireland) 1993 to implement the requirements of Council Directive 2014/37/EC (OJ No. L 59 28.2.2014, p32).

3. Background

- 3.1. The EU is seeking to amend EU Directive 2004/44/EC to reflect a new standard for Enhanced Child Restraint Systems. This is in respect of UNECE Regulation 129 - uniform provisions concerning the approval of enhanced Child Restraint Systems used on-board of motor vehicles which was implemented into EU law through Directive 2014/37/EU on 28 February 2014.
- 3.2. UNECE Regulation 129 is intended to provide additional safety benefits over and above existing standards in Child Restraint Systems. The Regulation sets provisions for a number of technical enhancements to the existing regulatory requirements including: restraint categorisation; crash test dummy; test bench; side impact dynamic test and travelling orientation.

4. Consultation

- 4.1. A UK-wide consultation was administered by the Department of Transport (DfT) on 24 January 2014 and concluded on 21 February 2014. The consultation document was sent to relevant stakeholders with an interest in child safety in Northern Ireland. No responses were received from consultees in NI, however all of the GB responses supported the amendment of legislation to allow the use of products conforming to UNECE Regulation 129.

5. Equality Impact

- 5.1. There are no Human Rights, Equality, Environmental, Rural or Financial Issues associated with the proposed legislation.

6. Regulatory Impact

- 6.1. A Regulatory Impact Assessment has been completed and the Department is satisfied that the road safety benefits justify the introduction of the new standard.

7. Financial Implications

- 7.1. None.

8. Section 24 of the Northern Ireland Act 1998

- 8.1. There are no matters of concern relating to compatibility with section 24 of the Northern Ireland Act 1998.

9. EU Implications

- 9.1. Implementation of this Regulation is an EU requirement.

10. Parity or Replicatory Measure

- 10.1. The Regulations replicate the proposed GB amendment to the Motor Vehicles (Wearing of Seat Belts by Children in Front Seats) Regulations 1993 SI 1993/31.

11. Additional Information

- 11.1. None.