

## 1980 No. 164

## ROAD TRAFFIC AND VEHICLES

**Motor Vehicles (Construction and Use) (Amendment)  
Regulations (Northern Ireland) 1980**

*Made* . . . . . 20th May 1980

*Coming into operation* . . . . . 23rd June 1980

The Department of the Environment in exercise of the powers conferred by sections 26, 27 and 189 of the Road Traffic Act (Northern Ireland) 1970(a) and now vested in it(b) and of every other power enabling it in that behalf hereby makes the following Regulations:

*Citation and commencement*

1. These Regulations may be cited as the Motor Vehicles (Construction and Use) (Amendment) Regulations (Northern Ireland) 1980 and shall come into operation on 23rd June 1980.

*Exemptions*

2. Every motor vehicle registered under the Vehicles (Excise) Act (Northern Ireland) 1972(c) before the expiration of one year from 20th May 1980 shall be exempt from the requirements of regulation 17(3)(a)(iv) and (c)(ii), (5), (8)(vii) and (10)(a) for a period of 5 years from that date, provided that it complies with the requirements of the regulations to which it would have been subject immediately prior to that date.

*Regulations amended*

3. The Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976(d) shall be amended as follows:

(1) In regulation 3(1), after the definition of "safety glass" there shall be inserted the following definition—

““semi-trailer” means a trailer which is constructed or adapted to form part of an articulated vehicle;”.

(2) In regulation 4, for paragraph (6) there shall be substituted the following paragraph—

“(6) Part II, except regulations 10, 41, 42, 46, 50, 55 and 63, shall not apply to any motor vehicle manufactured in the United Kingdom which—

(a) is exempt from car tax by virtue of paragraph 7 or 8 of Schedule 7 to the Finance Act 1972(e):

Provided the vehicle complies in every respect with the requirements specified in paragraph (5) and contained in the Conventions of 1949 and 1926 therein referred to as if the vehicle had been brought temporarily into Northern Ireland; or

(a) 1970 c. 2 (N.I.) as amended by S.I. 1973/1229 (N.I. 17) Sch. 3

(b) S.R. & O. (N.I.) 1973 No. 504 Article 5(b) (II, p. 2992)

(c) 1972 c. 10 (N.I.)

(d) S.R. 1976 No. 320 (II, p. 1537) as amended by S.R. 1978 No. 208 (I, p. 669)

(e) 1972 c. 41

(b) has been zero rated under regulation 49 or 50 of the Value Added Tax (General) Regulations 1977(f).”.

(3) In regulation 5, for item 11 in the table there shall be substituted the following item—

|     |  |                      |              |
|-----|--|----------------------|--------------|
| “11 | Council Directive<br>77/541/EEC of 28th<br>June 1977(g)<br>(relating to safety<br>belts and restraint<br>systems of motor<br>vehicles) | 1st February<br>1979 | 17(8)(iii)”. |
|-----|--|----------------------|--------------|

(4) For regulation 17 there shall be substituted the following regulation—

“*Seat belts and anchorage points*

17.—(1) Except as provided by paragraph (2), this regulation applies to—

- (a) every motor car manufactured on or after 1st July 1964 and registered on or after 1st January 1965; and
- (b) every three-wheeled motor cycle, the unladen weight of which exceeds 255 kilograms and which was manufactured on or after 1st March 1970 and first used on or after 1st September 1970.

(2) This regulation does not apply to—

- (a) a goods vehicle (other than a dual-purpose vehicle), being a motor car which—
  - (i) was manufactured before 1st September 1966, or
  - (ii) was registered before 1st May 1967, or
  - (iii) is a vehicle manufactured on or after 1st October 1979 and first used on or after 1st April 1980 and has a maximum gross weight in Northern Ireland (determined in accordance with the provisions of Schedule 2) exceeding 3500 kilograms, or
  - (iv) is a vehicle manufactured before 1st October 1981 or first used before 1st April 1982, which is of a model first manufactured before 1st October 1979 and has an unladen weight exceeding 1525 kilograms;
- (b) a passenger vehicle or dual-purpose vehicle being in either case a vehicle constructed or adapted to carry more than twelve passengers exclusive of the driver;
- (c) a land tractor or an industrial tractor which is not in either case a motor tractor;
- (d) a motor tractor;
- (e) a works truck;
- (f) an electrically-propelled goods vehicle;
- (g) a pedestrian controlled vehicle;
- (h) a vehicle which has been used on roads outside Northern Ireland and has been imported into Northern Ireland whilst it is being driven after its importation into Northern Ireland on the journey from the place where it has arrived in Northern Ireland to a place of residence of the owner or driver of the vehicle, and on the journey from any such place

(f) S.I. 1977/1759 (1977 III, p. 4974)

(g) O. J. L220, 29.8.1977, p. 95

to a place where, by previous arrangement, the vehicle will be provided with such anchorage points and seat belts as will comply with the requirements of this regulation; or

- (i) a vehicle which is incapable by reason of its construction of exceeding a speed of 16 miles per hour on the level under its own power.
- (3) (a) This paragraph applies to every vehicle to which this regulation applies being—
  - (i) a vehicle constructed or adapted to have more than eight passenger seats exclusive of the driver's seat,
  - (ii) a motor ambulance,
  - (iii) a motor caravan,
  - (iv) any other vehicle which is manufactured before 1st October 1981 or first used before 1st April 1982.
- (b) Every vehicle to which this paragraph applies shall be equipped with anchorage points which are designed to hold securely in position on the vehicle seat belts for the driver's seat and the specified passenger's seat (if any).
- (c) The anchorage points required under sub-paragraph (b) shall either—
  - (i) at the date on which the vehicle is manufactured, comply—
    - (A) in the case of a vehicle to which either the Council Directive or the ECE Regulation applies, with the Council Directive requirements or with the ECE Regulation requirements, or
    - (B) in the case of a vehicle to which neither the Council Directive nor the ECE Regulation applies, with standards identical to the Council Directive requirements or the ECE Regulation requirements; or
  - (ii) be fitted to a vehicle which was manufactured before 1st October 1981 or first used before 1st April 1982 and which is legibly and permanently marked—
    - (A) if it does not have integral seat belt anchorages and is a motor car manufactured on or after 1st September 1966 and registered on or after 1st May 1967 or a three-wheeled motor cycle manufactured on or after 1st April 1972 and first used on or after 1st October 1972, with the specification number of a British Standard for seat belt anchorage points, namely either BS AU 48: 1965 or BS AU 48a; or
    - (B) if it has integral seat belt anchorages provided on or after 1st January 1969 and is a motor car manufactured on or after 1st September 1966 and registered on or after 1st May 1967 or if it has integral seat belt anchorages provided on or after 1st June 1972 and is a three-wheeled motor cycle manufactured on or after 1st July 1971 and first used on or after 1st June 1972, with the specification number of a British Standard for seats with Integral Seat Belt Anchorages, namely either BS AU 140: 1967 or BS AU 140a.
- (d) In any case where a vehicle (other than a motor cycle which was first used before 1st October 1972) is required to be marked in accordance with the provisions of sub-paragraph (c)(ii)(B), the seat, being a seat with integral seat belt anchorages, shall be legibly and permanently marked with the specification number of a British Standard for seats with Integral

Seat Belt Anchorages followed by the suffix ‘‘T’’, namely either BS AU 140/1: 1967 or BS AU 140a/1.

(4) Every vehicle to which this regulation applies, not being a vehicle specified in paragraph (3), shall be equipped with anchorage points—

- (a) which are designed to hold securely in position on the vehicle seat belts for every forward-facing seat constructed or adapted to accommodate one adult, and
- (b) which, at the date on which the vehicle is manufactured, comply—
  - (i) in the case of a vehicle to which either the Council Directive or the ECE Regulation applies, with the Council Directive requirements or with the ECE Regulation requirements, or
  - (ii) in the case of a vehicle to which neither the Council Directive nor the ECE Regulation applies, with standards identical to the Council Directive requirements or the ECE Regulation requirements.

(5) Save as provided in paragraph (6)—

- (a) every vehicle to which this regulation applies which is a vehicle manufactured before 1st October 1980 or first used before 1st April 1981 shall be provided with—
  - (i) a body-restraining seat belt, designed for use by an adult, for the driver’s seat, and
  - (ii) a body-restraining seat belt for the specified passenger’s seat (if any); and
- (b) every other vehicle to which this regulation applies shall be provided with seat belts for the driver’s seat and for the specified passenger’s seat (if any) which belts—
  - (i) restrain the upper and lower parts of the torso,
  - (ii) include a lap belt,
  - (iii) are anchored at no less than three points, and
  - (iv) are designed for use by an adult.

(6) The requirements specified in paragraph (5) shall not apply—

- (a) to a vehicle—
  - (i) while it is being used under a trade licence within the meaning of the Vehicles (Excise) Act (Northern Ireland) 1972 or the Vehicles (Excise) Act 1971(h), or
  - (ii) while it is being driven from premises of the manufacturer by whom it was made, or of a distributor of vehicles or dealer in vehicles—
    - (A) to premises of a distributor of or dealer in vehicles or of the purchaser of the vehicle, or
    - (B) to premises of a person obtaining possession of the vehicle under a hiring agreement or hire-purchase agreement; or
- (b) in relation to the driver’s seat or the specified passenger’s seat (if any) of a vehicle which has been specially designed and constructed, or specially adapted, for the use of a person suffering from some physical defect or disability, in a case where a disabled person’s seat belt for an adult person is provided for use for that seat.

(7) Every seat belt, other than a disabled person’s seat belt, provided in pursuance of this regulation shall be properly secured to all the anchorage points provided for it in pursuance of paragraphs (3) or (4).

- (8) Subject to paragraph (9), where a seat belt other than—
- (a) a restraining device for a young person,
  - (b) a seat belt comprising a lap belt and shoulder straps, or
  - (c) a disabled person's seat belt

is provided in pursuance of this regulation for a motor car or a motor cycle in either case manufactured on or after 1st October 1972 and first used on or after 1st April 1973, the following additional conditions shall apply as respects that seat belt—

- (i) the belt shall be so arranged that a person can, when sitting in the seat for which the belt is provided and with the belt previously adjusted to fit him, remove the belt from the device required by sub-paragraph (iii) and by using one hand, or by taking the belt with one hand and transferring it from one hand to the other, put the belt on;
- (ii) the fastenings by means of which the belt is secured on the wearer shall be so designed that they can be engaged with a single movement of one hand in one direction and released with such a movement in one direction;
- (iii) an efficient device, unlikely to become dislodged in normal use, for retaining the belt in position when stowed away shall be provided, and the centre of the device shall be located not more than 75 millimetres behind a point which is in the same horizontal plane and is positioned on the rear side of the door aperture provided for access to the front seat:

For the purpose of determining the position of the said point the door and any rubber, felt or other soft trimming or sealing material around the door aperture shall be disregarded;

- (iv) the said device shall be at a sufficient height from the floor of the vehicle to ensure that, so far as is practicable, any part of the belt that would come in contact with the clothing of a person wearing the belt in normal circumstances does not lie on the floor when the belt is in the stowed position;
- (v) it shall be possible to stow away the belt for retention on the device mentioned in sub-paragraph (iii) without employing any manual device for adjusting the belt to fit the wearer;
- (vi) the belt, after being put on by the wearer, shall either adjust automatically to fit him or be such that the said manual device shall be convenient to use and capable of being operated with one hand so as to tighten the belt; and
- (vii) in the case of a vehicle manufactured on or after 1st October 1980 and first used on or after 1st April 1981—
  - (A) if it is a vehicle to which Council Directive 77/541/EEC of 28th June 1977<sup>(i)</sup> applies, the belt shall comply with the installation requirements specified in paragraphs 3.2.2 to 3.3.4 of Annex I to that Directive; or
  - (B) if it is a vehicle to which that Directive does not apply the belt shall comply with standards identical to those installation requirements:

(i) O.J. L220, 29.8.1977, p. 95

Provided that the said requirements or standards as the case may be, shall not apply so as to require a seat belt to which paragraph (9) refers to comply with the requirement specified in the second paragraph (which relates to the locking or releasing of a seat belt by a single movement of either hand by the wearer) of paragraph 3.3.2 of the said Annex.

(9) The requirements specified in paragraph (8)(i) to (vi) shall not apply to—

(a) a seat belt fitted to a seat which is treated as a specified passenger's seat by virtue of the provisions of sub-paragraph (b) in the definition of "specified passenger's seat" in paragraph (12), or

(b) a seat belt fitted to the specified passenger's seat of a goods vehicle which has an unladen weight of more than 915 kilograms and has more than one forward-facing seat for a passenger alongside the driver's seat, any such seats for passengers being joined together in a single structure.

(10) Every seat belt, other than a disabled person's seat belt or restraining device for a young person, provided for any person in any vehicle to which this regulation applies, whether or not such seat belt is required to be provided, shall—

(a) in the case of a vehicle manufactured before 1st October 1980 or first used before 1st April 1981 be legibly and permanently marked—

(i) in the case of a belt which was first fitted to the vehicle before 1st February 1979, with a British Standards mark; or

(ii) in the case of a belt which was first fitted to the vehicle on or after 1st February 1979, with either a British Standards mark or with a designated approval mark; or

(b) in the case of any other vehicle to which this regulation applies, be legibly and permanently marked with a designated approval mark:

Provided that the requirement specified in sub-paragraph (b) shall apply so that any belt in a vehicle to which Council Directive 77/541/EEC of 28th June 1977 does not apply, whether or not the belt is part of a restraint system as defined in paragraph 1.11 of Annex I to that Directive, shall be marked with a designated approval mark which does not include the letter "Z" referred to in paragraph 10(2) of Schedule 5 to the Motor Vehicles (Designation of Approval Marks) Regulations 1979(j).

(11) Every seat belt, being a restraining device for a young person but not being a disabled person's seat belt, fitted to any vehicle to which this regulation applies shall be legibly and permanently marked with a British Standards mark.

(12) In this regulation—

"body-restraining seat belt" means a seat belt designed to provide restraint for both the upper and lower parts of the trunk of the wearer in the event of an accident to the vehicle;

"British Standards mark" means a mark consisting of

(a) the specification number of a British Standard for Seat Belt Assemblies for Motor Vehicles, namely either—

(i) BS 3254: 1960 or

(ii) BS AU 160a in the case of a restraining device for an adult or BS AU 157a in the case of a restraining device for a young person, and

- (b) the registered certification trade mark of the British Standards Institution;
- “the Council Directive” means Council Directive 76/115/EEC of 18th December 1975(k);
- “the Council Directive requirements” means the design and construction requirements specified in Annex I, paragraphs 4 and 5.5, and in Annex III to the Council Directive;
- “designated approval mark” means the marking designated as an approval mark by regulation 4 of the Motor Vehicles (Designation of Approval Marks) Regulations 1979 and shown in column (2) at item 16 of Schedule 2 to those Regulations or the marking designated as an approval mark by regulation 5 of those Regulations and shown in column (2) at item 23 of Schedule 4 to those Regulations;
- “disabled person’s seat belt” means a seat belt which has been specially designed and constructed, and not merely adapted, for use by an adult or young person suffering from some physical defect or disability and which is used solely by such a person;
- “the ECE Regulation” means the Regulation numbered 14 of 30th January 1970 (as amended on 16th March 1971 and issued with revised text on 19th August 1976 (l)) annexed to the Agreement concerning the adoption of uniform conditions of approval for Motor Vehicle Equipment and Parts and reciprocal recognition thereof concluded at Geneva on 20th March 1958(m) as amended(n) to which the United Kingdom is a party;
- “the ECE Regulation requirements” means the design, construction and equipment requirements in paragraphs 5, 6 and 7 of and in Annex 3 to the ECE Regulation;
- “forward-facing seat” means a seat which is attached to a vehicle so that it faces towards the front of the vehicle in such a manner that a line passing through the centre of both the front and the back of the seat is at an angle of 30° or less to the longitudinal axis of the vehicle;
- “lap belt” means a seat belt which passes across the front of the wearer’s pelvic region;
- “motor ambulance” means a motor vehicle which is specially designed and constructed (and not merely adapted) for carrying, as equipment permanently fixed to the vehicle, equipment used for medical, dental or other health purposes and is used primarily for the carriage of persons suffering from illness, injury or disability;
- “motor caravan” means a motor vehicle which is constructed or adapted for the carriage of passengers and their effects and which contains, as permanently installed equipment, the facilities which are reasonably necessary for enabling the vehicle to provide mobile living accommodation for its users;
- “seat” includes any part designed for the accommodation of one adult of a continuous seat designed for the accommodation of more than one adult;
- “seat belt” means a belt intended to be worn by a person in a vehicle and designed to prevent or lessen injury to its wearer in the event of an accident to the vehicle and includes, in the case of a restraining device for a young person, any special chair to which the belt is attached;

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(k) O.J. L24, 30.1.76, p. 6

(l) Copies of this Regulation may be obtained from Her Majesty’s Stationery Office

(m) Cmnd. 2535

(n) Cmnd. 3562.

“seat with integral seat belt anchorages” means a seat which is fitted with all the anchorage points required for use in connection with the seat belt provided for that seat;

“specified passenger’s seat” means—

- (a) in the case of a vehicle which has one forward-facing front seat alongside the driver’s seat, such seat; and in the case of a vehicle which has more than one such seat, the one furthest from the driver’s seat; or
- (b) if the vehicle normally has no seat which is the specified passenger’s seat under sub-paragraph (a), the forward-facing front seat for a passenger which is foremost in the vehicle and furthest from the driver’s seat, unless there is a fixed partition separating such seat from the space in front of it alongside the driver’s seat;

“three-wheeled motor cycle” does not include a two-wheeled motor cycle with a side car attached to it.”.

(5) For regulation 39 there shall be substituted the following regulation—

*“Certain vehicles to satisfy a minimum power to weight ratio*

**39.**—(1) A vehicle to which this regulation applies shall be so constructed that the number indicating the power of the engine at item 3 on the plate with which the vehicle is equipped in accordance with regulation 38(2) is such that it indicates that the engine produces at least 4.4 kilowatts for every 1,000 kilograms of the relevant weight.

(2) This regulation applies to—

- (a) every heavy motor car and motor car first used on or after 31st December 1976 and otherwise falling within regulation 38(1)(a); and
- (b) every locomotive and motor tractor falling within regulation 38(1)(b); which is propelled by a compression ignition engine, and in this regulation “relevant weight” means the maximum train weight of the vehicle shown at item 8 on the said plate or, if no such weight is so shown, the maximum gross weight of the vehicle shown at item 7 on the said plate.”.

(6) After regulation 86 there shall be inserted the following regulation—

*“Display in certain vehicles of notice indicating overall travelling height*

**86A.**—(1) This regulation applies to—

- (a) every motor vehicle which is constructed or adapted so as to be capable of hoisting and carrying a skip;
- (b) every motor vehicle which is—
  - (i) carrying a container, or
  - (ii) drawing a trailer or semi-trailer carrying a container; and
- (c) every motor vehicle which is—
  - (i) engineering plant, or
  - (ii) carrying engineering equipment, or
  - (iii) drawing a trailer or semi-trailer carrying engineering equipment.

(2) On and after 20th November 1980, no person shall use or cause or permit to be used on a road a vehicle to which this regulation applies if the overall travelling height exceeds 12 feet unless there is carried in the vehicle in the manner specified in paragraph (3) a notice clearly indicating, in feet and inches and in figures not less than 40 millimetres tall, the overall travelling height.

(3) The notice referred to in paragraph (2) shall be attached to the vehicle in such manner that it can be read by the driver when in the driving position.

(4) In this regulation—

“container” means an article of equipment, not being a motor vehicle or trailer, having a volume of at least 8 cubic metres, constructed wholly or mostly of metal and intended for repeated use for the carriage of goods or burden;

“engineering equipment” means engineering plant and any other plant or equipment designed and constructed for the purposes of engineering operations;

“overall travelling height” means not less than and not above one inch more than—

(a) in the case of a motor vehicle which is not drawing a trailer or a semi-trailer, the distance between the ground and the point on the motor vehicle, or any load which is being carried by or any equipment which is fitted to the said vehicle, which is farthest from the ground, and

(b) in the case of a motor vehicle which is drawing a trailer or a semi-trailer, the distance between the ground and the point on the motor vehicle or any trailer or semi-trailer which it is drawing, or any load which is being carried on or any equipment which is fitted to any part of the said combination of vehicles, which is farthest from the ground, and for the purpose of determining the overall travelling height—

(i) the condition of the tyres of the motor vehicle and of any trailer or semi-trailer which it is drawing shall be such as to comply with the requirements specified in regulation 95(1)(b),

(ii) the surface under the motor vehicle and any trailer or semi-trailer which it is drawing and any load which is being carried on and any equipment which is fitted to any part of the said combination of vehicles and which projects beyond any part of the said combination of vehicles shall be reasonably flat, and

(iii) any equipment which is fitted to the motor vehicle or any trailer or semi-trailer which it is drawing shall be stowed in the position in which it is to proceed on the road;

“skip” means an article of equipment designed and constructed to be carried on a road vehicle and to be placed on a road or other land for the storage of materials, or for the removal and disposal of rubble, waste, household or other rubbish or earth.”

(7) After regulation 92 there shall be inserted the following regulation—

*“Maintenance of seat belts and anchorage points*

**92A.**—(1) This regulation applies to every seat belt with which a motor vehicle is required to be provided in accordance with regulation 17 and to the anchorages, fastenings, adjusting device and retracting mechanism (if any) of every such seat belt.

(2) The seat belt and its anchorages, fastenings and adjusting device shall at all times be maintained free from any obvious defect which would be likely to affect adversely the performance by the seat belt of the function of restraining the body of the wearer in the event of an accident to the vehicle.

(3) The buckle or other fastening of the seat belt shall—

(a) be so maintained that the belt can be readily fastened or unfastened,

(b) be kept free from any temporary or permanent obstruction, and

(c) except in the case of a disabled person’s seat belt, be readily accessible to a person sitting in the seat for which the seat belt is provided.

(4) The webbing or other material which forms the seat belt shall at all times be maintained free from cuts or other visible faults (as, for example, extensive fraying) which would be likely to affect adversely the performance of the belt when under stress.

(5) The ends of every seat belt, other than a disabled person's seat belt, shall be securely fastened to the anchorage points provided for them.

(6) The ends of every disabled person's seat belt shall, when the seat belt is being used for the purpose for which it was designed and constructed, be securely fastened either to some part of the structure of the vehicle or to the seat which is being occupied by the person wearing the belt so that the body of the person wearing the belt would be restrained in the event of an accident to the vehicle.

(7) The anchorage points provided for seat belts shall be used only as anchorages for the seat belts for which they are intended to be used or capable of being used, and all load-bearing members of the vehicle structure or panelling within 30 centimetres of each anchorage point shall at all times be maintained in a sound condition and free from serious corrosion, distortion or fracture.

(8) The adjusting device and (if fitted) the retracting mechanism of the seat belt shall at all times be so maintained that the belt may be readily adjusted to the body of the wearer, either automatically or manually, according to the design of the device and (if fitted) the retracting mechanism.

(9) For the purposes of this regulation the anchorages and anchorage points of a seat belt shall, in the case of a seat with integral seat belt anchorages, include the system by which the seat assembly itself is secured to the vehicle structure.

(10) Expressions which are used in this regulation and are defined in regulation 17 have the same meaning in this regulation as they have in regulation 17."

Sealed with the Official Seal of the Department of the Environment for Northern Ireland on 20th May 1980.

(L.S.)

*E. A. Simpson*

Assistant Secretary

## EXPLANATORY NOTE

*(This note is not part of the Regulations, but is intended to indicate their general purport.)*

These Regulations further amend the Motor Vehicles (Construction and Use) Regulations (Northern Ireland) 1976. The main changes are:—

1. The meaning of "semi-trailer" is defined.
2. Regulation 4(6) is substituted to remove reference to the Purchase Tax Act 1963.
3. The Table in regulation 5 is amended as respects vehicles type approved in accordance with the provisions of Council Directive 77/541/EEC so as to avoid the application to them of requirements specified in the Construction and Use Regulations which are not also specified in that Directive.
4. Regulation 17 is amended to include, among other things, new provisions for seat belts and anchorage points so as to:—
  - (1) provide that vehicles to which the regulation applies must be fitted on or after certain dates with—
    - (a) seat belt anchorage points which comply with—
      - (i) the Council Directive requirements or the ECE Regulation requirements (as defined in regulation 17(12)), or
      - (ii) standards identical to those requirements where neither that Directive nor that Regulation applies (Regulation 17(3) and (4));
    - (b) seat belts which restrain the upper and lower parts of the torso, include a lap belt, are anchored at no less than three points and are designed for use by an adult, for the driver's seat and any specified passenger's seat (Regulation 17(5));
  - (2) permit as a designated approval mark with which a seat belt (other than a disabled person's seat belt or restraining device for a young person) provided for any person in any vehicle to which the regulation applies (whether or not such seat belt is required to be provided) may be marked, the marking designated as an approval mark by regulation 4 of the Motor Vehicles (Designation of Approval Marks) Regulations 1979 and shown in column (2) at item 16 of Schedule 2 to those Regulations (which relates to ECE Regulation No. 16, revised to contain the 03 series of amendments) as well as the marking designated as an approval mark by regulation 5 of those Regulations and shown in column (2) at item 23 of Schedule 4 to those Regulations (which relates to Council Directive 77/541/EEC of 28th June 1977) (Regulation 17(8)(vii) and 10(b)):

*Note:—*

ECE Regulation 16 (revised as mentioned above) does not contain any provisions relating to the installation of seat belts. Therefore only the provisions of regulation 17 of the said Construction and Use Regulations relating to the marking of seat belts, and not the provisions relating to their installation, are amended to take account of ECE Regulation 16 (although the said regulation 17 imposes, in relation to such belts, installation requirements identical to the installation requirements prescribed for seat belts to which Council Directive 77/541/EEC apply).

5. A new regulation 86A introduces provisions requiring that on and after 20th November 1980 in all motor vehicles in a certain class there shall be carried a notice indicating any overall travelling height which exceeds 12 feet. This height is to be indicated in imperial units because such units are generally used in traffic signs. The requirement includes vehicles brought temporarily into Northern Ireland.

6. A new regulation 92A introduces provisions requiring the maintenance in a proper condition of the seat belts and anchorages with which motor vehicles are required to be fitted by virtue of regulation 17.