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WELSH STATUTORY INSTRUMENTS

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**2018 No. 18 (W. 8)**

**TRANSPORT, WALES**

**The Road Traffic Act 1988 (Motor Racing) (Wales) Regulations 2018**

<i>Made</i>	- - - -	<i>9 January 2018</i>
<i>Laid before the National Assembly for Wales</i>	- -	<i>12 January 2018</i>
<i>Coming into force</i>	- -	<i>2 February 2018</i>

The Welsh Ministers, in exercise of the powers conferred on them by section 12B(6) of the Road Traffic Act 1988<sup>(1)</sup>, make the following Regulations.

**Title and commencement**

1.—(1) The title of these Regulations is the Road Traffic Act 1988 (Motor Racing) (Wales) Regulations 2018.

(2) These Regulations come into force on 02 February 2018.

**Motor sport governing bodies authorised to issue motor race permits**

2. The motor sport governing bodies specified for the purpose of section 12B(6) of the Road Traffic Act 1988, in relation to Wales, are—

- (a) The Royal Automobile Club Motor Sports Association Limited<sup>(2)</sup>; and
- (b) The Auto-Cycle Union Limited<sup>(3)</sup>.

9 January 2018

*Ken Skates*  
Cabinet Secretary for Economy and Transport,  
one of the Welsh Ministers

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(1) 1988 c. 52; section 12B of the Road Traffic Act 1988 was inserted by section 73(3) of the Deregulation Act 2015 (c. 20) which was brought into force on 10 March 2017 by the Deregulation Act 2015 (Commencement No. 7) Order 2017 (S.I. 2017/273) (C. 24).

(2) Registered company (England and Wales) number 01344829.

(3) Registered company (England and Wales) number 00134679.

**Status:** This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

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## EXPLANATORY NOTE

*(This note is not part of the Regulations)*

These Regulations specify those motor sport governing bodies which are authorised to issue permits under section 12B of the Road Traffic Act 1988 for the purpose of motor racing on public highways in Wales.

The Welsh Ministers' Code of Practice on the carrying out of Regulatory Impact Assessments was considered in relation to these Regulations. As a result, it was not considered necessary to carry out a regulatory impact assessment as to the likely costs and benefits of complying with these Regulations.