



## EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs  
Single Market Enforcement  
Notification of Regulatory Barriers

Message 103

Communication from the Commission - TRIS/(2024) 0105

Directive (EU) 2015/1535

Notification: 2023/0579/CZ

Forwarding of the observations of a Member State (Slovakia) (article 5, paragraph 2, of Directive (EU) 2015/1535). These observations do not have the effect of extending the standstill period.

MSG: 20240105.EN

1. MSG 103 IND 2023 0579 CZ EN 16-01-2024 15-01-2024 SK COMMS 5.2 16-01-2024

2. Slovakia

3A. Úrad pre normalizáciu, metrológiu a skúšobníctvo SR

Odbor skúšobníctva a európskych záležitostí

Centrálna jednotka pre smernicu (EÚ) 2015/1535

P.O. BOX 76

Štefanovičova 3

810 05 Bratislava

e-mail: 2015.1535@normoff.gov.sk

3B. Úrad pre normalizáciu, metrológiu a skúšobníctvo SR

P.O. BOX 76

Štefanovičova 3

810 05 Bratislava

4. 2023/0579/CZ - I10 - Metrology

5. article 5, paragraph 2, of Directive (EU) 2015/1535

6. The technical and metrological requirements for scales for the weighing of vehicles in motion are determined by the International Organisation of Legal Metrology (OIML) normative document OIML R134-1. Existing international recommendation documents should be taken into account in the preparation of national legislation in order to contribute to the global harmonisation of requirements. From the document 'Draft measure of a general nature No: 0111-OOP-C010-23' (hereinafter the 'measure') clearly fails to take into account some of the relevant requirements of OIML International Recommendation R 134-1, which is intended for weighing road vehicles in motion and for measuring axle loads. In addition, the measure uses a specific name for the type of instrument: 'high-speed weighing', which gives the impression of a new category of measuring instruments (associated weight and speed gauge), which will not have to reflect the metrological requirements of the OIML R 134-1, as a matter of principle, but still will still involve automatic weighing in motion.

For this reason, it is not clear to us on the basis of which regulation, technical standard or normative document the measure in question has been drawn up.

Furthermore, we propose aligning the definition for vehicle mass in paragraph 1.6 of the measure with that of T.3.1.5 OIML R134-1. We believe that the definition in question is not in line with the established definition.

In Chapter 2.1 the measure sets out the operating conditions to be monitored, such as temperature and operating speed, but the monitoring of the impact of other environmental conditions (potential sources affecting the correctness of the



## EUROPEAN COMMISSION

Directorate-General for Internal Market, Industry, Entrepreneurship and SMEs  
Single Market Enforcement  
Notification of Regulatory Barriers

weighing), such as the current wind speed (whether in gusts or constant effect in the negative direction), or other factors such as air pressure and vibration from other passing vehicles is not required. It is necessary to add the conditions for the above-mentioned influencing factors, as they may have a negative impact on the correctness of the weighing result in the case of weighing close to the permissible limits.

According to the measure, a vehicle speed measurement device is part of the scales for weighing vehicles in motion. We consider that, on the basis of the requirement of point 7.4, it is not possible to guarantee the accuracy of speed measurement of the speed measuring device, which is essential for the operation of the instruments in question, during subsequent verification.

In conclusion, the accuracy of weighing via of this type of measuring instrument does not comply with OIML R 134-1. Taking into account the permissible errors of the measuring instrument and the combination of the environmental and other impacts mentioned above, the resulting measurement uncertainties could be disproportionately high, which could have a substantial impact in the subsequent decision-making processes for determining the total mass and axle load of road vehicles. The potential extension of OIML R 134-1 to include requirements for the type of measuring instruments in question should take place through a revision of this document on the basis of an assessment by the members of the relevant technical committees.

\*\*\*\*\*

European Commission

Contact point Directive (EU) 2015/1535

email: [grow-dir2015-1535-central@ec.europa.eu](mailto:grow-dir2015-1535-central@ec.europa.eu)