Message 201

Communication from the Commission - TRIS/(2024) 0415

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Notification: 2023/0579/CZ

Forwarding of the response of the Member State notifying a draft (Czechia) to comments (5.2) of Slovakia.

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1. MSG 201 IND 2023 0579 CZ EN 16-01-2024 16-02-2024 CZ ANSWER 16-01-2024

2. Czechia

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4. 2023/0579/CZ - I10 - Metrology

5.

6. Comment 1:
The technical and metrological requirements for weighing vehicles in motion are set out in the normative document of the International Organisation for Legal Metrology (OIML) OIML R-1341. Existing international guidance documents should be taken into account in the preparation of national legislation in order to contribute to global harmonisation of requirements. The document ‘Draft measure of a general nature No: 0111-OOP-C010-23’ (hereinafter the ‘Measure’) clearly fails to take into account any of the relevant requirements of the 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 denoting a new category of measuring instruments (related weight and speed meter) that will not in principle have to reflect the metrological requirements of OIML R 134-1, but will still include automatic weighing in motion. For this reason, it is not clear to us as to which regulation, technical standard or normative document the measure was based upon.

Comment 2:
Furthermore, we propose aligning the definition of vehicle mass in point 1.6 of the measure with the definition of T.3.1.5 OIML R134-1. We think that the definition in question is not in line with the established definition.

Comment 3:
In Chapter 2.1, the measure specifies the operating conditions to be monitored, such as temperature and operating speed, but monitoring the impact of other environmental conditions (potential sources affecting the correctness of weighing), such as the current wind speed (whether in gusts or a constant negative effect) or other factors such as air

pressure and vibration from other passing vehicles. The conditions of the above influencing factors should be added as they may have a negative impact on the correctness of the weighting result in the case of weighing close to the permissible limits.

Comment 4:
According to the measure, the vehicle speed measuring device is part of weigh-in-motion scales. We think that, on the basis of the requirement in point 7.4, the accuracy of the speed measurement of the speed measuring device cannot be guaranteed during subsequent verification, which is necessary for the operation of the given instruments.

Comment 5:
In conclusion, it can be said that the accuracy of weighing with this type of measuring instrument is not in accordance with OIML R 134-1. Taking into account the permissible errors of the measuring instrument and the combination of the above environmental and other effects, the resulting measurement uncertainties could be disproportionately high, which could have a significant impact on the subsequent decision-making processes for determining the total weight and axle load of road vehicles. The possible extension of OIML R 134-1 to include requirements for a given type of measuring instrument should be carried out by means of a revision of this document on the basis of an assessment by the members of the relevant technical committees.

Answers to comments
Comments 1 and 5:
The Czech Republic has been using scales for high-speed inspection weighing of road vehicles in motion, also-called weigh-in-motion (WIM) scales, within the scope of its national legislation with meaning pursuant to § 3(3) of Act No 505/1990 on metrology, as amended (for setting sanctions or in the protection of other public interests protected by special legislation) since 2010. In view of the fact that at the time this issue was not fully addressed by any international regulation (and it is not addressed to the extent necessary to this day by OIML R 134 of 2006), the Czech Republic decided at that time to use the international document COST 323 (including the adoption of a selected uniform specification of the accuracy of the weights) to process the technical and metrological requirements for these measuring instruments, taking into account the relevant provisions of the US ASTM E 1318 standard and the usable recommendations of OIML R 134 of 2006. The greatest permissible errors (for verification) set out in Article 2.3 have been laid down in the national regulation since 2010, in the currently revised regulation submitted for notification, the greatest permissible errors for the use (operation) of these measuring instruments have been added by Article 2.4.
In view of the fact that in principle no progress has been made in this field at European standardisation level over the last 13 years (the draft European standard has started but never completed) and OIML R 134 has been revised for several years to complete the requirements and technical specifications for the use of high-speed scales (WIM). The Czech Republic’s existing strategy has not changed in relation to the technical and metrological requirements for weigh-in-motion scales.
However, this does not mean that the Czech Republic is not ready to change its strategy in the future. If the OIML R 134 document can be supplemented, approved and subsequently issued in relation to weigh-in-motion, the Czech Republic is ready to harmonise its national regulation with this international document more comprehensively. In order to improve expert support for weigh-in-motion weighing solutions, based on 13 years of experience with their use and with the provision of metrological control (type approval and verification), last year the CMI nominated its expert representative to the OIML working group dealing with the revision of OIML R 134.

Comment 2:
The comment on the terminology and/or the term ‘vehicle mass’ pursuant to T.3.1.5 OIML R 134-1 was taken into account in the following way: ‘total mass of the vehicle combination including all elements fixed to and/or placed on the vehicle’.

Comment 3:
The draft revision of the Measure of a General Nature (MGN) is based on the existing regulation of this type of measuring instrument and on the source technical documents mentioned above. Outside the specified measurable quantities in

Article 2.1, under which the limit conditions for type-approval tests determine whether the measuring instrument type in question has the required metrological characteristics, the national legislation does entail the obligation to monitor other possible variables or factors with a potential influence on the correctness of weighing. Within the uncertainty analysis, these potential operational effects are included in the legal specification of the accuracy of the weighing system represented by the greatest permissible error for verification or for the use of scales during the period of validity of their verification (the greatest permissible errors in operation).
The general requirements for the use of the scales are then specified in Article 3.15, e.g. in the form of a requirement for the installation of scales to ensure the minimisation of adverse effects at the installation site on the correctness of the measurements and the associated data. The scales shall preferably be installed outside areas where frequent acceleration or deceleration could occur and must not be installed in sections where the number of lanes changes. All installation requirements that have an effect on the weighing operation must be stipulated in sufficient detail. The manufacturer of the scales shall, if necessary in relation to the basic requirements of Articles 3.15.2 and 3.15.3 and to ensure correct weighing of vehicles, stipulate more detailed specifications for installation requirements. Those closer requirements shall be included in the measuring instrument type approval certificate. Where relevant, other conditions or recommendations for the installation of scales providing conditions for ensuring adequate long-term stability of their metrological characteristics (e.g. more detailed requirements for the qualitative characteristics of the road within the weighing zone) shall be indicated by the manufacturer in the technical documentation of the specified measuring instrument or in the installation or operating instructions of the given type of scales.

Comment 4:
This is not the primary indication of the specified measuring instrument, the verification of the correctness and accuracy of the working speed measurement was intended as part of the operating speed blocking test. Since such an intention does not appear to be sufficiently apparent from the MGN revision text, the relevant text will be formally refined in this sense before the MGN is issued.

In any case, thank you very much for the useful comments, which we will continue to work with.

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