

Message 001

Communication from the Commission - TRIS/(2026) 2119

Directive (EU) 2015/1535

Notification: 2026/0417/SK

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħx il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20262119.EN

1. MSG 001 IND 2026 0417 SK EN 04-08-2026 SK NOTIF

2. Slovakia

3A. Úrad pre normalizáciu, metrológiu a skúšobníctvo SR

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4. 2026/0417/SK - T40T - Urban and road transport

5. Decree of the Ministry of Transport of the Slovak Republic amending Decree of the Ministry of Transport and Construction of the Slovak Republic No 134/2018 laying down the details of the operation of vehicles in road traffic, as amended

6. Operation of vehicles and their systems, components and separate technical units in road traffic.

7.

8. The draft Decree amends Decree of the Ministry of Transport and Construction of the Slovak Republic No 134/2018 laying down the details of the operation of vehicles in road traffic, as amended by Decree No 308/2019, Decree No 499/2019, Decree No 21/2023 and Decree No 391/2024, all of which were notified in accordance with Directive (EU) 2015/1535 under notification numbers 2017/0599/SK, 2019/0144/SK, 2019/0448/SK, 2022/0677/SK and 2024/0465/SK.

The draft Decree updates national legislation following the adoption of Regulation (EU) 2025/14 of the European Parliament and of the Council of 19 December 2024 on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020 (OJ L, 2025/14, 8. 1. 2025). The draft Decree also clarifies certain provisions of the existing legislation and updates references to related legislation.

9. The purpose of the draft Decree is to update and clarify the provisions governing the details of the operation of vehicles in road traffic, eliminate ambiguities in their application and align national legislation with European Union law, in particular Regulation (EU) 2025/14 of the European Parliament and of the Council on the approval and market surveillance of non-road mobile machinery circulating on public roads. The draft extends the existing provisions to include category U vehicles (non-road mobile machinery), governs their operation in road traffic, clarifies the use of auxiliary motors on bicycles and contains legislative and technical amendments to the footnotes, as well as a provision stating that the Decree has been adopted in accordance with legally binding acts of the European Union in the field of technical regulations. The legitimate public-interest objective pursued is to ensure road safety, legal certainty as regards the operation of vehicles, the uniform application of technical rules and the alignment of national legislation with European Union law.

9a. The proposed measure is appropriate to achieve the objective pursued as it responds to the adoption of Regulation (EU) 2025/14 and to the amendments to Act No 106/2018 introducing category U vehicles – non-road mobile machinery – into the legal order. Extending the scope of the existing provisions of the Decree to include this category of vehicles ensures that the rules governing vehicle operation are applied uniformly and that no ambiguities arise in their application. The proposed amendment also clarifies the conditions for the use of auxiliary motors on bicycles, thereby addressing needs identified in practice during the preparation of the amendment to Act No 106/2018. The other proposed changes are primarily of a legislative and technical nature and ensure that references to European Union legislation and technical standards remain up to date. The measure therefore contributes to the uniform and systematic application of the rules governing the operation of vehicles, enhances legal certainty for road users and public authorities alike, and ensures that national legislation is aligned with European Union law.

9b. The proposed legislation does not exceed what is necessary to achieve the objective pursued. Without the adoption of the proposed amendment, the legislation governing the operation of vehicles would fail to take account of category U vehicles introduced by the amendment to Act No 106/2018, which would lead to inconsistent interpretation of the legislation and legal uncertainty in its application. Alternatives would be to maintain the current wording of the Decree or to adopt separate legislation for category U vehicles. However, neither of these solutions would be proportionate. Maintaining the status quo would not resolve the legislative gap that has arisen, while introducing separate legislation would entail a greater regulatory and administrative burden without providing any additional benefit. The chosen solution represents the least restrictive means of achieving the objective pursued, as it primarily extends the scope of existing provisions to include a new category of vehicles, clarifies the existing rules and includes legislative and technical amendments, without introducing any new technical or administrative obligations beyond the scope of the existing system. The explanatory memorandum for the present draft also states that the draft has no impact on the business environment, the public administration budget or the other areas assessed.

9c. The proposed legislation does not impose a disproportionate burden on economic operators or on the free movement of goods within the internal market. Most of the proposed changes are of a legislative and technical nature or extend the existing rules to include category U vehicles. The draft does not introduce new technical requirements for products or new approval procedures beyond the existing system. Similarly, the amendment concerning the use of auxiliary motors on bicycles clarifies the legal framework in response to needs identified in practice.

The benefits of the proposed measure include in particular:

- ensuring legal certainty in the operation of category U vehicles;
- resolving ambiguities in application;
- ensuring uniform application of road traffic rules;
- increasing legal certainty for road users and public authorities;
- aligning national legislation with European Union law.

According to the explanatory memorandum, the draft Decree has no negative impact on the business environment or on the other areas subject to assessment. Given the limited scope of changes, their predominantly legislative and technical nature and their objective of ensuring the safe and uniform operation of vehicles, it can be concluded that any restriction on the free movement of goods is minimal and proportionate to the legitimate public-interest objective pursued.

10. Reference to the basic texts: 2017/0599/SK, 2019/0144/SK, 2019/0448/SK, 2022/0677/SK, 2024/0465/SK

The basic texts were forwarded with an earlier notification:

2017/0599/SK

2019/0144/SK

2019/0448/SK

2022/0677/SK

2024/0465/SK

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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