

Message 001

Communication from the Commission - TRIS/(2026) 2116

Directive (EU) 2015/1535

Notification: 2026/0416/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 késések - Non fa decorrere la mora - Atidėjimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ 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: 20262116.EN

1. MSG 001 IND 2026 0416 SK EN 04-08-2026 SK NOTIF

2. Slovakia

3A. Úrad pre normalizáciu, metrológiu a skúšobníctvo SR

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4. 2026/0416/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 132/2018 laying down the details of the technical requirements for certain vehicles, systems, components and separate technical units for the purposes of approval

6. Vehicles and their systems, components and separate technical units in road traffic

7.

8. This draft Decree amends Decree of the Ministry of Transport and Construction of the Slovak Republic No 132/2018 laying down the details of the technical requirements for certain vehicles, systems, components and separate technical units for the purposes of approval, as amended by Decree No 498/2019, both of which were notified in accordance with Directive (EU) 2015/1535 under notification numbers 2017/0600/SK and 2019/0449/SK.

The present 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 updates references to related legislation.

9. The purpose of the draft Decree is to update national legislation on technical requirements for vehicles following the adoption of 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 scope of the existing provisions to include category U vehicles and provides that, until harmonised EU technical requirements are adopted, those vehicles must comply with the technical requirements applicable to category PS vehicles for the purposes of national type-approval. The draft also includes legislative and technical amendments consisting of updates to references to European Union legislation and STN technical standards and the addition of a provision stating that the Decree has been adopted in accordance with European Union rules on technical regulations. The legitimate public-interest objective pursued is to ensure road safety, legal certainty as regards vehicle approval and the uniform application of technical requirements in accordance with European Union law.

9a. The proposed measure is appropriate for achieving the objective pursued, as it closes the gap in national legislation resulting from the adoption of Regulation (EU) 2025/14. Without the inclusion of category U vehicles in the existing Decree, there would be no clear technical requirements for their national type-approval until such time as harmonised technical requirements are adopted at European Union level. The proposed amendment ensures that category U vehicles are subject to the same technical requirements as comparable category PS vehicles, thus maintaining the continuity of the vehicle approval system and ensuring an adequate level of road traffic safety. The measure also ensures uniform application of the legislation in the approval of vehicles and increases legal certainty for manufacturers, importers, approval authorities and technical services alike. The other proposed changes consist mainly of legislative and technical updates to references to EU legislation and technical standards, facilitating the clear application of the legislation without introducing any new technical requirements.

9b. The proposed legislation does not exceed what is necessary to achieve the objective pursued. The alternative would be to maintain the status quo until harmonised technical requirements are adopted at

European Union level. However, such a solution would create legal uncertainty in the approval of category U vehicles, since the national legislation would not contain the technical requirements applicable to those vehicles.

Another alternative would be to create a separate set of national technical requirements for category U vehicles. Such a solution would be more burdensome from both an administrative and a regulatory perspective and could lead to divergence from future harmonised European Union legislation. The chosen solution constitutes the least restrictive means of achieving the objective pursued, since it applies the existing technical requirements for category PS vehicles only temporarily, until harmonised European Union requirements are adopted. The draft does not introduce any new technical tests, new administrative obligations or new requirements beyond the scope of the existing type-approval system. The explanatory memorandum for the present draft also states that the draft will have no impact on the business environment, the public administration budget or any other areas subject to impact assessment.

9c. The proposed amendment does not impose a disproportionate burden on the entities concerned. Most of the amendments are of a legislative and technical nature and consist of updates to references to European Union legislation and technical standards or clarifications of existing legislation. The only substantive change is the temporary extension of the existing technical requirements to include category U vehicles until the adoption of harmonised European Union rules. The proposed amendment does not create any new barriers to the free movement of goods or cross-border trade. On the contrary, its aim is to ensure the continuity of the vehicle approval system and the alignment of national legislation with European Union law.

The benefits of the measure include in particular:

- ensuring legal certainty in the type-approval of category U vehicles;
- maintaining an appropriate level of road safety;
- aligning national legislation with Regulation (EU) 2025/14;
- removing interpretative ambiguities and ensuring a uniform approach by approval authorities.

Given that the draft does not introduce any new technical requirements beyond those of the existing system, does not impose any new administrative obligations and, according to the clause of impacts, has no negative impact on the business environment, 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: 2017/0600/SK, 2019/0449/SK

The basic texts were forwarded with an earlier notification:

2017/0600/SK

2019/0449/SK

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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