

Message 001

Communication from the Commission - TRIS/(2026) 2563

Directive (EU) 2015/1535

Notification: 2026/0499/FR

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 - Nezahtuje 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: 20262563.EN

1. MSG 001 IND 2026 0499 FR EN 14-09-2026 FR NOTIF

2. France

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3B. Ministères économiques et financiers

Direction générale des entreprises

Division de métrologie

4. 2026/0499/FR - I10 - Metrology

5. Order relating to the placing on the market of automatic instruments for weighing road vehicles in motion

and measuring axle loads

6. Automatic instruments for weighing road vehicles in motion and measuring axle loads

7.

8. The draft order makes it possible to set the requirements applicable in France to the design, manufacture and testing prior to placing on the market of automatic instruments for weighing road vehicles in motion and measuring axle loads.

9. The applicable European Directive 96/53, consolidated on 27 July 2019, requires Member States to take specific measures by 27 May 2021 to identify vehicles or vehicle combinations in circulation that are likely to have exceeded the maximum authorised weight limits (Article 10).

Currently, in France, checks on the weight of vehicles are carried out statically or at low static speed (WIM stations – Weighing-in-motion equipment).

The 29 WIM stations are used to pre-screen vehicles, which are then weighed on an axle weight scale to determine the axle load and the total load.

These types of instruments are already covered by French regulations through the Order of 10 January 2006, following their placing on the market, and by Recommendation OIML R134 of 2006 as a normative document.

However, the Order of 2006 does not include the placing on the market of this type of instrument for measuring the total mass and the axle loads of road vehicles in motion.

9a. The risks associated with undetected overloading are: damage to road infrastructure, road safety issues and unfair competition between hauliers.

The newly introduced instruments are designed to automatically weigh HGVs (heavy goods vehicles) and LGVs (light goods vehicles). For information, T2S3-type HGVs (two-axle tractor and three-axle trailer) account for 84 % of the traffic to be measured and 50 % of heavy goods traffic.

The Order of 10 January 2006 does not include the placing on the market of a type of instrument for measuring the total mass and the axle loads of road vehicles in motion.

The addition of this draft order constitutes an extension of the 2006 Order and is in line with the regulatory framework of the OIML recommendation. It provides a framework for the design, manufacture and testing required for placing on the market and commissioning a tool meeting all of these requirements.

9b. At present, the measures implemented to comply with European Directive 96/53 require vehicles to be stopped for checks following pre-screening by WIM stations. This approach has two drawbacks: it immobilises vehicles and does not allow for comprehensive checks, as only a fraction of vehicles can be

weighed.

Extension of the existing WIM station scheme was ruled out as it did not meet the objective of checking large numbers of vehicles as they passed through, without disrupting traffic. Weighing while the vehicle is in motion at its normal speed is the only technical solution that enables this objective to be achieved.

Introducing this type of instrument therefore constitutes the least restrictive technical solution. It would make it possible to certify instruments that enable checks to be carried out directly, while traffic is flowing, without having to stop vehicles for checks. It does not impose any additional burden on transport operators or on the movement of goods.

9c. The technical requirements established in the draft order for these instruments are taken from international recommendation OIML R134, which constitutes the commonly accepted technical reference framework for this type of instrument.

The degree of interference with the functioning of the internal market is limited to the obligation of metrological certification and the carrying out of an initial check of the instrument, without any restriction being imposed on transport operators. This degree of interference was considered proportionate with regard to the risks identified (road safety, protection of infrastructure).

The requirements are therefore proportionate to the public interest objective (road safety, protection of infrastructure).

10. References to the basic texts:

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

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