Draft of 17 February 2026

REGULATION

OF THE MINISTER FOR INFRASTRUCTURE[*)]

of …….2026

amending the Regulation on the technical conditions of technical supervision relating to the designing, manufacturing, operation, repair and modernisation of specialist pressure equipment[†)]

Pursuant to Article 54(2) of the Act of 21 December 2000 on technical supervision (Journal of Laws 2024, item 1194) the following is hereby decreed:

Section 1. The following amendments are made to the Regulation of the Minister for Transport of 20 October 2006 on the technical conditions of technical supervision relating to the designing, manufacturing, operation, repair and modernisation of specialist pressure equipment (Journal of Laws of 2025, item 125):

1) in the title of the Regulation, the general description of the subject matter of the Regulation is replaced by the following:

‘on the technical conditions for technical supervision of specialised pressure equipment’;

2) in § 1:

a) (1) is amended as follows:

‘1. The Regulation lays down the technical conditions for technical supervision of:

1) design,

2) materials and components used for manufacture, repair, or modernisation,

3) manufacturing,

4) operation,

[*)] The Minister for Infrastructure manages the government administration department for transport pursuant to § 1(2)(3) of the Regulation of the Prime Minister of 18 December 2023 on the specific scope of activities of the Minister for Infrastructure (Journal of Laws [Dziennik Ustaw], item 2725).

[†)] This Regulation was notified to the European Commission on …… under number ……, pursuant to § 4 of the Cabinet Regulation of 23 December 2002 on the functioning of the national system for notification of standards and legal acts (Journal of Laws, item 2039, and 2004, item 597), which implements Directive (EU) 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and of rules on Information Society services (codification) (OJ L 241 of 17.9.2015, p. 1).

5) repair and modernisation

– Of specialised pressure equipment.',

b) paragraph 2(5) and (6) is amended as follows:

'5) steam locomotive boilers, including operating and structural equipment and safety accessories;

6) equipment used for the pressure feeding of liquid concrete, mounted on road vehicles together with operating, structural and safety equipment;',

c) paragraph 3(1)–(4) are amended as follows:

'1) The Regulation of the Minister for Development of 11 July 2016 on requirements for pressure equipment and assemblies of pressure equipment (Journal of Laws 2019, item 211);

2) Regulation of the Minister for Development of 2 June 2016 on simple pressure vessels (Journal of Laws, item 812);

3) Regulations 67 and 110 of the United Nations Economic Commission for Europe, constituting Annexes to the Agreement on the adoption of uniform technical requirements for wheeled vehicles, equipment and parts, which can be used in wheeled vehicles, and the conditions for reciprocal recognition of approvals granted on the basis of these requirements, done at Geneva, 20 March 1958 (Journal of Laws of 2001, items 1135 and 1136);

4) Regulation No. 134 of the United Nations Economic Commission for Europe (UNECE) – Uniform provisions concerning the approval of motor vehicles and their components with regard to the safety-related performance of hydrogen-fuelled vehicles [2019/795] (OJ EU L 129 of 17.5.2019, p. 43).';

3) w § 2(11) the full stop is replaced by a semicolon and the following subparagraphs 12 and 13 are added:

'12) test pressure, marked with the symbol "PT" (bar) – the pressure value specified by the manufacturer, required to carry out the pressure test;

13) the working pressure marked with the symbol "PW" (bar) – the maximum value of the pressure under normal conditions of operation of the device.';

4) in § 3:

a) in paragraph 3, the introduction to enumeration is amended as follows:

‘The operator shall attach to the declaration referred to in paragraph 1 either two copies of the documentation in paper form or a copy of the documentation in electronic form, which shall contain:’,

b) after paragraph 5, the following paragraph 5a is added:

‘5a. The provisions of paragraph 3(3)–(8) shall not apply to specialised pressure equipment referred to in § 1(2)(3).’;

5) the content of § 4 is marked as paragraph 1, and the following paragraph 2 is added:

‘2. The provisions of paragraph 1(3)–(5) shall not apply to specialised pressure equipment referred to in § 1(2)(3).’;

6) § 8(2) is amended as follows:

‘2. The provisions of § 6, § 7 and paragraph 1 shall not apply to LPG tanks which are installed on the basis of a certificate of approval of the method of installation of a system adapting a given type of vehicle to gas supply or a certificate of approval of the installation of an additional R115 system, referred to in Article 31(2) of the Act of 14 April 2023 on vehicle and equipment approval systems (Journal of Laws, item 919), and have a test report issued by the TDT during the manufacturing phase and a decision authorising operation issued by the TDT during the manufacturing phase.’;

7) in § 18, the following paragraphs (3)–(5) are added:

‘3. In the case of devices for the pressurised feeding of liquid concrete installed on road vehicles referred to in § 1(2)(6) with a boom, the internal inspection shall be replaced by a non-destructive surface test.

4. The method and scope of the non-destructive surface test referred to in paragraph 3 shall be agreed with the TDT, except that the test shall cover:

1) welded joints of the boom tower;

2) welded boom arm joints.

5. The non-destructive surface test referred to in paragraph 3 may be carried out without dismantling the boom. Where the design of the rotary tower connection to the boom base does not allow adequate and safe access to carry out this test, disassembly of the boom shall be required.’;

8) in § 19, after paragraph 5, the following paragraph 5a is added:

‘5a. In the case of devices referred to in § 1(2)(3), the working pressure PW shall be used instead of the permissible pressure PD when conducting a pressure test.’;

9) § 21 is amended as follows:

‘§ 21. 1. The external inspection of specialised pressure equipment, with the exception of specialised pressure equipment referred to in § 1(2)(3), shall consist of a visual assessment of the external condition of the surface of the specialised pressure equipment, of the servicing and operating equipment and of the safety accessories, of the condition of the tank’s connection to the chassis, frame or other attachments, of the condition of the anti-corrosion protection devices, of the markings and descriptions, and of the performance of the accessories.

2. In the case of specialised pressure equipment referred to in § 1(2)(3), external inspection consists of a visual assessment of the condition of the external surface, the condition of anti-corrosion protection, markings and descriptions.’;

10) In § 22, the following paragraphs (3) and (4) are added:

‘3. In the case of the specialised pressure equipment referred to in § 1(2)(3) which has been removed from the vehicle for testing, the leak test of the tank with the multivalve or valves fitted shall be carried out as a pneumatic test at a pressure not lower than 20 % of the test pressure PT.

4. In the case of the specialised pressure equipment referred to in § 1(2)(3), the leak test may be carried out without removing the tank from the vehicle, using the transported liquid material at the pressure in the tank.’;

11) the content of § 23 is marked as paragraph 1, and the following paragraph 2 is added:

‘2. Paragraph 1 shall not apply to the specialised pressure equipment referred to in § 1(2)(3).’;

12) in § 28a:

a) in paragraph 3, the first sentence is amended as follows:

‘LPG, CNG, LNG and hydrogen tanks fitted to vehicles or inland waterway vessels involved in an accident or breakdown shall be submitted by the operator for an ad hoc test.’,

b) the following paragraphs 4–6 are added:

‘4. LPG, CNG, LNG and hydrogen tanks that have been removed from the vehicle for periodic and ad hoc inspections and reinstalled after the inspection have been carried out shall, together with the gas supply system, be subjected to a leak test to confirm that they have been correctly installed in the vehicle.

5. Performing the leak test referred to in paragraph 4 on LPG, CNG, LNG and hydrogen tanks and their accessories, as well as other components of the gas supply system, after each installation of an LPG, CNG, LNG and hydrogen tank to a vehicle shall be the responsibility of the entity installing the tank covered by a certificate of approval of the method of installation of the system adapting a given type of vehicle to gas supply or a certificate of approval of the installation of an additional R115 system, referred to in Article 31(2) of the Act of 14 April 2023 on vehicle type-approval systems and their equipment, or to an installation company acting on behalf of an entity holding a certificate of approval for the installation of a system adapting a given type of vehicle to run on gas.

6. Based on the leakage test referred to in paragraph 4, the entity referred to in paragraph 5 shall draw up a certificate confirming that:

1) the LPG, CNG, LNG and hydrogen tank has been installed in the vehicle in accordance with the requirements of the type-approval regulations,
2) after installation of the LPG, CNG, LNG and hydrogen tank in the vehicle, the tightness of the tank and its accessories together with the gas supply system has been checked,

– and submit them to the Transport Technical Supervision [TDT] Inspector.';

13) The Annex to the Regulation has the wording laid down in the Annex to this Regulation.

Section 2. Previous provisions shall apply to procedures for issuing decisions authorising the operation of specialised pressure equipment initiated and not completed before the date of entry into force of this Regulation.

Section 3. The provisions of the Regulation amended in § 1, as amended by this Regulation, shall apply to the technical inspection of specialised pressure equipment which has been granted an operating permit prior to the date of entry into force of this Regulation, whereas the dates for subsequent technical inspections specified in the inspection report and the decision referred to in § 17(1)(1) of the Regulation amended in § 1 shall remain unchanged.

Section 4. The Regulation shall enter into force 30 days after its publication, with the exception of § 1(7), which shall enter into force 12 months after its publication.

MINISTER FOR INFRASTRUCTURE

Annex to the Regulation of the Minister for Infrastructure
of …… 2026 (Journal of Laws, item ...)

FORMS OF TECHNICAL SUPERVISION AND TIME LIMITS FOR THE EXAMINATION OF SPECIALISED PRESSURE EQUIPMENT

Item	Specification	Form of supervision	Test time limits				
			internal audit	pressure test	external audit	leak test	equipment performance test
1	2	3	4	5	6	7	8
1	Tanks of compressed air permanently installed in trams, self-propelled railway vehicles and underground railway vehicles, as referred to in § 1(2)(1)(a) of the Regulation	full	every 6 years	every 12 years	every 3 years	every 3 years	every 3 years
2	Hydraulic accumulators permanently installed in the hydraulic working systems of railway vehicles referred to in § 1(2)(1)(a) of the Regulation	full	every 6 years	every 12 years	every 3 years	every 3 years	every 3 years
3	Compressed air tanks permanently installed in vehicle auxiliary control systems referred to in § 1(2)(1)(a) of the Regulation	full	every 6 years	every 12 years	every 3 years	every 3 years	every 3 years
4	Tanks in powder units permanently installed in	full	every 6 years	every 12 years	every 3 years	–	–

	fire-extinguishing road vehicles referred to in § 1(2)(1)(b) of the Regulation						
5	Permanently installed compressed air tanks on non self-propelled railway vehicles, of the product of overpressure and volume PS × V > 200 bar × dm^3, as referred to in § 1(2)(1)(a) of the Regulation	limited	–	–	every 4 years, taking into account the dates of periodic inspections of railway vehicles	every 4 years, taking into account the dates of periodic inspections of railway vehicles	–
6	Permanently installed fire-fighting tanks in vehicles referred to in § 1(2)(1)(a) of the Regulation	limited	according to the manufacturer's recommendations	according to the manufacturer's recommendations	every 6 years	every 6 years	every 6 years
7	Permanently installed compressed air tanks on non self-propelled railway vehicles, of the product of overpressure and volume PS × V ≤ 200 bar × dm^3, referred to in § 1(2)(1)(a) of the Regulation	simplified	–	–	–	–	–
8	Tankers filled under vacuum and emptied at a pressure higher than 0.5 bar, as referred to	full	every 6 years	every 6 years	every 2 years	every 2 years	every 2 years

	in § 1(2)(2)(a) of the Regulation							
9	Tanks emptied or filled with a pressure higher than 0.5 bar referred to in § 1(2)(2)(b) of the Regulation	in traffic	full	every 6 years	every 6 years	every 2 years	every 2 years	every 2 years
		in rail traffic	full	every 6 years	every 6 years	every 3 years	every 3 years	every 3 years
10	Tanks filled and carried at a pressure of more than 0.5 bar intended for the transport of liquid materials referred to in § 1(2)(2)(c) of the Regulation	in traffic	full	every 6 years	every 6 years	every 2 years	every 2 years	every 2 years
		in rail traffic	full	every 6 years	every 6 years	every 3 years	every 3 years	every 3 years
11	Removable tankers (container tanks) which are filled, emptied or carried under pressure, with the product of the excess pressure and the capacity PS × V > 50 bar × dm^3 and the excess pressure PS > 0.5 bar referred to in § 1(2)(2)(d) of the Regulation		full	every 6 years	every 6 years	every 2 years	every 2 years	every 2 years
12	Hydraulic accumulators permanently installed in braking, tensioning and control systems for cableways and ski lifts		full	according to the manufacturer's recommendations	according to the manufacturer's recommendations	every year	every year	every year

13	LPG tanks permanently installed in motor vehicles	full‡	every 10 years	every 10 years	every 10 years	every 10 years	–
14	CNG tanks permanently installed in motor vehicles	full	according to the manufacturer's recommendations	according to the manufacturer's recommendations	every 4 years	every 4 years	–
15	LNG tanks permanently installed in motor vehicles	full	according to the manufacturer's recommendations	according to the manufacturer's recommendations	every 4 years	every 4 years	–
16	Hydrogen tanks permanently installed in motor vehicles	full	according to the manufacturer's recommendations	according to the manufacturer's recommendations	every 3 years	every 3 years	–
17	Other LPG, CNG and LNG tanks	full	every 10 years	every 10 years	every 2 years	every 2 years	–
18	Gas tanks referred to in § 1(2)(4) of the Regulation	full	every 6 years	every 6 years	every year	every year	–
19	Steam locomotive boilers referred to in § 1(2)(5) of the Regulation	full	every 6 years	every 6 years	every year	every year	every year
20	Devices for the pressurised delivery of liquid concrete installed on road vehicles referred to in § 1(2)(6) of the Regulation	full	every 6 years	every 3 years	every 1 year (including the measurement of the	every year	every year

‡ No record keeping.

					thickness of the transmission elements)		
21	LNG storage tanks	full	during renovation periods in accordance with the technical documentation and the conditions referred to in § 1(4) of the Regulation		every year	–	–