

Message 001

Communication from the Commission - TRIS/(2026) 1357

Directive (EU) 2015/1535

Notification: 2026/0249/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: 20261357.EN

1. MSG 001 IND 2026 0249 FR EN 19-05-2026 FR NOTIF

2. France

3A. Ministères économiques et financiers

Direction générale des entreprises

SCIDE/SQUALPI/PNRP

Bât. Sieyès -Teledoc 143

61, Bd Vincent Auriol

75703 PARIS Cedex 13

d9834.france@finances.gouv.fr

3B. Ministère des transports / Direction générale des infrastructures, des transports, et des mobilités /

Direction des mobilités routières / Sous-direction ENT / ENT1

4. 2026/0249/FR - T40T - Urban and road transport

5. Order concerning the performance and commissioning rules of temporary mobile traffic signals

6. KR11-type temporary mobile traffic signals.

7.

8. This order repeals the Order of 26 March 1985, concerning the approval of temporary mobile traffic signals, and defines the new requirements concerning these products. Specifically, the order mandates compliance with Standard NF P98-590: 2020. It requires certification by a notified body and an NF058 "Road Equipment" marking, or any other marking presenting at least equal guarantees, issued by a certification body accredited by the French Accreditation Committee (CORAC), or any other accreditation body signatory to the multilateral agreement taken within the framework of the European co-operation for Accreditation (EA).

9. This order achieves the general interest objective of putting into circulation KR11-type construction site traffic signals that have been assessed as meeting minimum performance, resistance and durability requirements. This is in line with the aim of improving road safety, particularly in roadwork zones, an environment identified as particularly accident-prone.

9a. The measure aims to combat the risk of personal injury accidents in roadwork zones, where the failure of a KR11-type construction site traffic signal (poor visibility, unsuitable sequencing, insufficient resistance to weather conditions, etc.) can lead to head-on collisions or accidents involving workers. Data from the National Interministerial Road Safety Observatory (ONISR) establishes that roadwork zones constitute a particularly accident-prone environment, justifying stricter technical requirements for temporary signalling equipment. The measure directly contributes to this objective by subjecting the placing of products on the national market to an assessment procedure that checks the product's suitability for the specific conditions of use on the French road network (geometry, traffic, weather conditions), which CE marking does not fully cover. The objective is pursued consistently and systematically; all construction site traffic signals intended for the national road network are subject to the same framework, based on the applicable IISR (French Road Safety Institute) and NF standards, regardless of the product's origin. This consistency is guaranteed by the COFRAC-accredited certification body, which ensures uniform processing of applications throughout the country.

9b. The restriction is limited in scope; it does not aim to exclude foreign products, but rather to require KR11-type roadwork traffic signals, regardless of their origin, to a national assessment procedure prior to being placed on the French market. It affects cross-border trade to the extent that an operator established in another Member State will have to meet technical requirements additional to the CE marking, generating administrative costs and additional delays. However, this restriction remains proportionate; the procedure is non-discriminatory, transparent and justified given the inadequacy of European harmonisation.

Under the French Highway Code, the certification of road equipment is mandatory, for which reason the general rules on consumer protection were insufficient in this specific case.

The measure taken in the order is already inherently a relaxation of the requirements compared to the repealed text: the order of 26 March 1985. In addition, the technical requirements are now defined by a standard, whereas in the previous text, they were specifications for type approval.

The other way to eliminate the aforementioned risk would have been to repeat the normative requirements in the order, which would have been illegal, as the standard is the intellectual property of AFNOR (French Standardisation Association).

The national assessment procedure chosen is the least restrictive method, as it does not impose a blanket

ban but is limited to verifying the technical suitability of KR11 traffic signals for the operating conditions of the French road network.

9c. The public interest objective is road safety; regulating traffic signals from a normative and regulatory standpoint is a proportionate measure given the need to avoid situations that could lead to fatal accidents. The measure was assessed in terms of the degree of interference it creates in the internal market, but it was concluded that the protection of the public interest prevailed. Pursuant to Articles L111-1 and R111-1 of the French Highway Code (CVR), the road authority is required to guarantee the safety of equipment installed on the public road network. However, CE marking does not cover this type of product. The failure of road equipment with direct functional criticality is likely to lead to serious personal injury accidents. The measure is appropriate, necessary and non-discriminatory in view of the proven risk to road safety. Failure to achieve the safety objective would be far more detrimental than the restriction to the internal market, since a faulty or unsuitable construction site traffic signal directly exposes road users to the risk of fatal collisions in roadwork zones, a context identified as particularly accident-prone according to the Interministerial Directive on Road Safety.

10. References to the basic texts:

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

Contact point Directive (EU) 2015/1535

email: grow-dir2015-1535-central@ec.europa.eu