

Message 001

Communication from the Commission - TRIS/(2026) 0696

Directive (EU) 2015/1535

Notification: 2026/0112/RO

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 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: 20260696.EN

1. MSG 001 IND 2026 0112 RO EN 06-03-2026 RO NOTIF

2. Romania

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4. 2026/0112/RO - B00 - CONSTRUCTION

5. Technical instructions regarding determination of the technical condition of roads of national interest.
Reference number CD 155-2025

6. Technical instructions regarding determination of the technical condition of roads of national interest.

7.

8. TECHNICAL INSTRUCTIONS REGARDING DETERMINATION OF THE TECHNICAL CONDITION OF ROADS OF NATIONAL INTEREST Reference number CD 155-2025 is a draft technical regulation revising the 'Technical instructions regarding determination of the technical condition of modern roads – Reference number CD 155-2001', intended to provide a uniform characterisation of the technical condition of roads. It takes into account test methods established by European standards (EN) and nationally regulated and notified methodologies for road infrastructure characterisation. It covers the evaluation of both roads with flexible surfaces and those executed using rigid structures.

The draft technical regulation is structured into six chapters and eight annexes. The chapters are: Chapter 1 – General provisions. Scope; Chapter 2 – Normative references; Chapter 3. – The modern pavement management system (PMS); Chapter 4 – Characteristics used to determine the technical condition; Chapter 5 – Determination of the characteristics used to assess the technical condition of modern roads; Chapter 6 – Determination of the technical condition of modern roads. Annexes 1-8 of the technical instruction contain: Summary forms and sheets regarding the establishment of homogeneous road sections and their characterisation, example calculations for processing deflections and the efficiency of load transfer at joints, sheets for determining the technical condition and the compulsory ongoing and periodic maintenance works. Key words: methodology for determining the technical condition of roads of national interest; system for optimised optimisation of modern roads; required performance for the technical condition of the road structure and carriageway; updating of the technical package in the field of road transport infrastructure, etc.

9. The methodology for determining the technical condition is an integral part of the modern pavement management system implemented in Romania. The technical condition of roads shall be determined for the purpose of establishing the appropriateness of periodic maintenance works and ongoing repair works, works intended to bring the technical condition to the level demanded by increasing traffic volumes. The required performances are also useful when assessing the quality of the works during the guarantee period. The revision is also necessary due to technological developments in the equipment used to investigate high-performance road structures.

The revision was based on case studies of field investigations to adapt/calibrate the methodology for determining the technical condition of roads and assessing the technical and administrative impact. The technical data analysed is contained in the PMS-type road management system for modern roads, managed by CESTRIN, for the road infrastructure of CNAIR S.A.

The main differences introduced by the revision of technical regulation CD 155-2001 (the technical regulation currently in force) are as follows:

- restricting application of the technical regulation solely to 'roads of national interest';
- updates to the references of the technical instruction, correlated and corroborated with the technical package in the field of road transport infrastructure;
- correlation with the provisions of the technical regulation in force 'Standard AND 605 on hot-executed asphalt mixtures. Technical conditions for the design, preparation and commissioning of asphalt mixtures – Reference AND 605-2016;
- the 'Interval between measurement steps' within the PMS system has been amended, i.e. the interval

between measurements has been reduced from 3-5 years to 1-4 years;

- it has been clarified that 'For roads with MEDIOCRE and POOR load-bearing capacity, it is no longer necessary to determine the state of degradation, roughness and flatness if periodic maintenance/ongoing repairs/major repairs are scheduled to be carried out within a maximum of one year of the measurements being taken';

- it has been stipulated that the roughness of road surfaces for motorways, expressways, international (European) roads and main national roads will be determined using high-performance equipment.

The draft technical regulation CD 155-2025 has been prepared in accordance with the specific legislation and technical regulations in force. The regulation applies to all parties involved in the administration, design and execution of road works, the approval thereof and the expert technical appraisal of road transport infrastructure, as well as to checking/control bodies.

10. Reference(s) to basic text(s): No basic text available

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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