

(English version)

Question for written answer E-001043/25
to the Commission
Borja Giménez Larraz (PPE)
(11 March 2025)

Subject: Elimination of the warning triangle and replacement with light-signalling devices connected to national traffic control centres

Statistics indicate that the stopping of vehicles due to breakdowns or accidents on high-speed roads is one of the situations in which accidents occur most frequently. In Europe, this accounts for 13.89% of fatalities on motorways and dual carriageways — in 2019, of the 1 800 deaths on high-capacity roads, 250 were pedestrians. Traditionally, the solution for signalling a broken-down vehicle has been the warning triangle, but rather than reducing danger, the placing of these triangles creates more danger.

For this reason, Spain passed a regulation establishing the obligation to carry a light-signalling device in vehicles, which will gradually replace the warning triangles. This device will also have to be connected to the national Traffic Management Centre to provide information on the position and to warn the drivers of other vehicles.

In order to increase road safety and to standardise rules and eliminate differences, does the Commission intend to recommend banning the use of warning triangles and replacing them with light-signals connected wirelessly to national traffic management centres?

Submitted: 11.3.2025

Answer given by Mr Tzitzikostas on behalf of the European Commission
(6 June 2025)

The Commission is committed to improving road safety and takes note of the upcoming introduction in Spain of a light-signalling device that is connected to the national traffic control centre and that is to replace the advance warning triangle.

Traffic rules and provisions on parking and standing in general and on warning devices to be carried on board motor vehicles in particular are not regulated by the EU. They are regulated at national level and their use in international traffic at United Nations level, for instance in the 1968 Vienna Convention on Road Traffic ⁽¹⁾.

The Commission has no mandate to harmonise the shape and use of warning devices to be carried on board vehicles. While harmonised rules would be desirable, the harmonisation of such rules should be addressed in the relevant bodies of the United Nations.

⁽¹⁾ Cf. Article 23(5) of that Convention in connection with paragraph 56 of Annex V and paragraph 6 of Annex I to that Convention. https://unece.org/fileadmin/DAM/trans/conventn/Conv_road_traffic_EN.pdf.