



**Subject: USE OF THE V-16 HAZARD WARNING
DEVICE IN INTERNATIONAL TRAFFIC**

INSTRUCTION MOV 2025/1

1. OBJECT

The V-16 hazard warning device for vehicles is a beacon with a flashing light and equipped with connectivity to be displayed at the highest point possible on stationary vehicles, in the event of a breakdown or an emergency, as set out in Article 130 of the General Road Traffic Regulation.

As of 1 July 2021 (Royal Decree 159/2021 of 16 March regulating assistance services on public roads), this beacon replaces triangles for vehicles rendered immobile on the road, making it possible to signal their position in the event of a breakdown or an accident without the need to exit the vehicle and avoiding personal risk.

From 1 January 2026 onwards, it will not be permitted to use triangles, as this type of luminous connected device will be the only legal means of signalling stationary vehicles. They must be carried as accessories inside cars, dual purpose vehicles, and vehicles intended for the carriage of goods and buses, as set out in Annex XII of the General Vehicle Regulation, adopted by Royal Decree 2822/1998 of 23 December.

As Spain is the first country to make the use of this device mandatory as a measure to reduce the risks arising from frequent breakdowns on roads and the consequent presence of pedestrians on the road, this Instruction addresses the need to clarify, on one hand, when and how it must be used when driving vehicles registered in Spain in international traffic, and, on the other hand, how vehicles registered in other countries are to comply with this regulation when driving in international traffic in Spain.

2. RULES ON INTERNATIONAL TRAFFIC AND SIGNALLING STATIONARY VEHICLES

The objective scopes of the current Conventions on Road Traffic relate to the establishment of a series of standard rules to foster the flow and safety of international traffic.

Article 4 of the Geneva Convention on Road Traffic of 19 September 1949 establishes that the phrase “international traffic” means *any traffic which crosses at least one frontier*.

Article 1(b) of the Vienna Convention on Road Traffic of 8 November 1968 states that a vehicle is said to be “in international traffic” *in the territory of a State if:*

- i) It is owned by a natural or legal person normally resident outside that State;*
- ii) It is not registered in that State; and*
- iii) It is temporarily imported into that State; provided, however, that a Contracting Party may refuse to regard as being "in international traffic" a vehicle which has remained in its territory for more than one year without a substantial interruption, the duration of which may be fixed by that Contracting Party.*

A combination of vehicles is said to be "in international traffic" if at least one of the vehicles in the combination conforms to the above definition.

Although the Geneva Convention does not contain any common rules for stationary vehicles on roads, point 6 of Annex 1 of the Vienna convention sets out that **“Contracting Parties may make it a condition for the admission to their territories in international traffic of any motor vehicle other than a two-wheeled moped or a two-wheeled motor cycle without side-car, that the motor vehicle shall carry a device referred to in paragraph 56 of Annex 5 to this Convention, to give warning of the danger constituted by the vehicle's presence when it is stationary on the carriageway.”**

This device is described in paragraph 56 of ANNEX 5, as follows:

“Warning device to be carried on motor vehicles.

56. The device referred to in Article 23, paragraph 5, of this Convention, and in paragraph 6 of Annex 1 thereto shall be either:

- a) **A signplate consisting of an equilateral triangle** with sides not less than 0.40 m (16 inches) long and a red border not less than 0.05 m (2 inches) wide, and with its interior part either hollow or of a light colour; the red border shall be illuminated by transparency or fitted with a reflectorized strip; the signplate shall be such that it can be stood firmly in a vertical position;
- b) **Some other equally effective device, prescribed by the legislation of the country in which the vehicle is registered.”**

The dimensions, colour and characteristics of these devices comply with the provisions of ECE Regulation 27 on uniform provisions concerning the approval of vehicles with regard to advanced warning triangles.

3. SIGNALLING OF STATIONARY VEHICLES BY VEHICLES REGISTERED IN OTHER COUNTRIES IN INTERNATIONAL TRAFFIC IN SPAIN

With reference to the provisions of the Vienna Convention on Road Traffic of 8 November 1968, **vehicles that are registered in other countries and driven in Spain in international traffic** shall be considered in compliance with the rules **if they carry or, if necessary, use warning triangles or any other device with similar functions provided for in the legislation of the country of origin.**



4. USE OF THE LUMINOUS CONNECTED V-16 HAZARD WARNING DEVICE IN OTHER COUNTRIES BY VEHICLES REGISTERED IN SPAIN IN INTERNATIONAL TRAFFIC



Any vehicle registered in Spain driving in “international traffic” in another signatory country of the 1949 Convention on Road Traffic¹ or the 1968 Convention on Road Traffic² shall be in compliance with the regulations if it carries or, if necessary, uses the new V-16 luminous connected hazard warning device, without needing to be equipped with warning triangles.

This Instruction shall enter into force on the day following publication thereof.

This is hereby announced publicly for general knowledge and compliance.

THE DIRECTOR-GENERAL OF TRAFFIC

(digitally signed)

Pere Navarro Olivella

¹ Signatory countries of the the 1949 Road Traffic Convention
https://treaties.un.org/Pages/ViewDetailsV.aspx?src=TREATY&mtdsg_no=XI-B-1&chapter=11&Temp=mtdsg5&clang=en

² Signatory countries of the the 1968 Road Traffic Convention
https://treaties.un.org/pages/ViewDetailsIII.aspx?src=TREATY&mtdsg_no=XI-B-19&chapter=11