



DRIVER BOOK



Testai vairuotojams internetu:
www.tests.4driver.eu (on-line)



CHECKLIST

Documentation:

- ☐ Passport
- ☐ Driving licence
- ☐ Certificate of Professional Competence
- ☐ Driver card
- ☐ European Health Insurance Card (if you are from an EEA country)
- ☐ Insurance card (recommended)
- ☐ Original registration certificate
- ☐ Community licence
- ☐ CMR waybill applied to the motor vehicle's number plate (must be carried in the vehicle)
- ☐ Driver attestation documenting legal employment with the company

Necessary personal equipment:

- ☐ Bring along warm clothing and footwear
- ☐ Bring along a hat and gloves
- ☐ Bring along food, water and something hot to drink
- ☐ Reflective tabard

Vehicle and semitrailer:

- ☐ Snow chains
- ☐ Tow chain
- ☐ Wheel chocks
- ☐ Sand
- ☐ Full tank of fuel
- ☐ Washer fluid (frost proof)
- ☐ Good windscreen wiper blades
- ☐ Long brush with an ice scraper on it
- ☐ Rechargeable torch

Inspection authorities

If you are inspected. You should keep your documents in order and have them readily to hand so that the inspection goes as quickly as possible.

Inspection sites. If you fail to follow instructions on road signs as you approach an inspection site, you may be liable for a penalty. Inspection sites always focus on checking the weight, dimensions, technical condition, securing of load, tyres and snow chains, hazardous goods, driving and rest times, documents, etc. If any serious faults or defects are detected during such inspections would be hazardous to other road users, these have to be remedied before you will be allowed to continue your journey.

Foreign toll tag

When the driver receives the fuel card, he or she also receives a PIN (numeric password). The driver has to memorise the PIN, try to enter the numbers on the keypad and then destroy it. If you forget your PIN, you can call the manager and ask for a repeat. It is strictly forbidden to attach the PIN to the card or to affix a sticky note to the card or to scratch a sharp object on the card.

The driver must pay for fuel, tolls and other goods or services only at the cash desk. It is forbidden to give cards in front of the counter to a person who offers to help you find the right card, because of the likelihood of fraudulent behaviour on the part of the other person - the card may be replaced or the card may be scanned, and then the money may be used without the driver knowing.

Road sections with limited traffic flow

Some of the road network in mountainous areas – national roads included – can be very challenging in winter. This is particularly the case for hilly road sections and especially during periods of heavy precipitation. In these situations, twin-axle tractor units and semitrailers (even when equipped with winter tyres and/or chains) may have problems with reaching their destinations.

These road sections should be avoided during periods of heavy precipitation and when the roads are slippery.

Weights and dimensions

The maximum permitted vehicle width on public roads is 2.55 m (2.60 for vehicles with insulated trailers). The maximum permitted length for tractor-trailer combinations is 19.5 m. The maximum width and/or length may be less on some road sections.

The maximum permitted gross weight for tractor-trailer combinations is 40 tonnes, provided that the combination has a sufficient number of axles and sufficient distance from the rear axle on the motor vehicle to the front axle on the trailer. The gross weight on some road sections may be lower, and there may be restrictions on axle load on some roads at times.

Driving on slippery roads

Heavy vehicles are more likely to get into trouble on slippery roads than smaller vehicles. Long, heavy and wide tractor-trailer combinations are particularly vulnerable. Large vehicles frequently need to move all the way out to the edge of the road to allow oncoming traffic to pass safely. It is important to watch your speed and have good tyres and brakes in order to maintain a safe and steady course in such situations. Winding roads and steep inclines require you to continually adjust your speed and manoeuvre your vehicle for the safety of other road users. Your driving must always be adjusted to suit the amount of grip available on the road.

With tractor-trailer combinations, the trailer is frequently the cause of hazardous situations and makes driving on slippery roads particularly challenging. It is difficult to regain control. It may take a long time and require a lot of space on the road. Remember, it is better to steer your tractor-trailer combination into a ditch than to collide with oncoming traffic.

Particular causes of skidding trailers:

- High speed
- Cornering
- Braking
- A lot of slush on the road
- Tyres unsuitable for winter conditions
- The wheels on the right-hand side going off the edge of the road
- ABS malfunctions
- EBS malfunctions

Incorrect adjustment of brakes between the tractor unit and the trailer, uneven weight distribution of the cargo and uneven road surfaces are also factors that can cause both the trailer and the tractor unit to skid.

In the case of semitrailer combinations, it is particularly important to ensure that the fifth wheel pivots easily so that inertia does not prevent the tractor unit turning.

Safe operation of tractor-trailer combinations on slippery roads requires you to be cautious and assess conditions, the road and traffic. It is also important to ensure that the vehicle is in good condition.

Serious accidents as a result of trailers skidding usually occur when the trailer skids into the path of oncoming traffic.

On long descents in winter, drivers may find that the road surface at the bottom of the hill is more slippery than at the top. Therefore, before starting your descent you need to:

- carefully assess the road conditions;
- decide whether you need to use chains;
- determine the appropriate speed;
- make sure the "ROAD IS CLEAR!"

If you use chains, you must take into account the weight distribution of your cargo.

A heavy load towards the front of the vehicle, combined with powerful auxiliary brakes that are applied to the driven wheels only, may cause the driven wheels to skid. To prevent this, you can attach chains to the driven wheels (see Figure 1). A heavy load towards the rear of the vehicle may cause the front wheels to skid, making the vehicle difficult to steer. To prevent this, you sometimes have to attach chains to one of the front wheels to help with steering. This may be particularly relevant to vehicles with tandem axles and semitrailers.

Raising the tandem axle behind the driving axle makes it more difficult to steer the vehicle on slippery road surfaces.

When driving on slippery roads, as much of the weight as possible should be on the motor vehicle as this could reduce the risk of jackknifing and will improve traffic flow. You may need to use chains on the trailer's wheels to prevent the trailer skidding, and to ensure sufficient stability and braking on downhill gradients.

On slippery roads, the service brake system is more effective than the auxiliary brake as the auxiliary brake only act on the driven wheels. However, bear in mind the dangers of overheated brakes and brake failure.

When driving in winter, it is particularly important for you to assess the conditions carefully before commencing your ascent so that your vehicle does not end up at a standstill on the hill with its driven wheels spinning. Chains must be put on before starting to drive up the hill. You should check that the wheel nuts are not loose when using chains.

Accelerating as much as possible before the hill means you can use less traction by easing up on the accelerator slightly when you are on the hill. Choose a gear that will enable you to keep your revs relatively high at the bottom of the hill, so that you can ease up on the accelerator if you start to experience wheelspin. This will give you grip without having to gear down. (If your vehicle has a tandem axle, you can achieve a greater driving axle load by using tandem axle lifting/load transfer).

Gearing down early reduces the need for lots of gear changes on the hill. Being in the wrong gear may cause you to stop, and you may experience major problems with getting started again. If your vehicle has an automatic transmission, it may be necessary in many instances to use this manually in slippery conditions.

The method used by the driver is dependent on the gradient of the slope and whether the road is narrow and/or winding.

When using a differential lock, wheelspin may cause the vehicle to skid out towards the edge of the road due to the incline. Therefore, try to avoid wheelspin and take particular care when cornering. When chains are used on the driven wheels in difficult conditions, and particularly on slopes, the differential lock is necessary to ensure the best possible mobility.

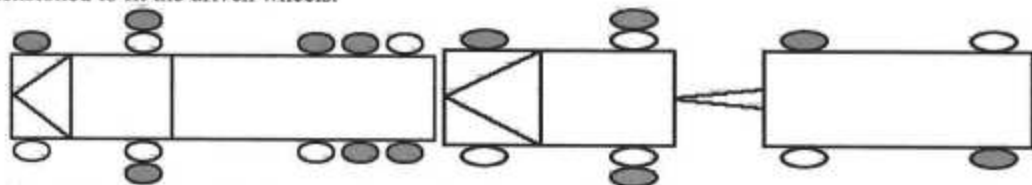
Industrial areas are generally more slippery than roads. Always assume that parking areas or rest stops may be slippery, even though road conditions are good.

Snow chains

You must carry chains in winter no matter what the road conditions. It may be wise to bring along more chains than you need. They may come in handy in extremely icy conditions, or if any of your chains are damaged.

Your chains must be dimensioned to fit the vehicle's wheels and provide contact between the chain and the road surface. They must be made of metal/ steel, be suitable for the prevailing road conditions and capable of withstanding stress.

A heavy motor vehicle must use at least three chains. One dimensioned to fit the front wheels and two dimensioned to fit the driven wheels.



A tractor-trailer combination must have at least seven chains if the tractor unit has twin wheels on the driving axle: one dimensioned to fit the tractor unit's front wheels, four dimensioned to fit the tractor unit's driven wheels, two dimensioned to fit the tractor unit's driving axle and two dimensioned to fit the wheels of the trailer.

In motor vehicles equipped with automatically operated chain loops for the driven wheels ("on spot"), these replace two chains if the vehicle has twin wheels mounted on the driving axle.

Always use parking lights and wear a reflective tabard while you are attaching snow chains. This will allow other motorists to see you at a distance!

Chain stations are available before and after difficult road sections. These stations are signposted. These chain stations are cleared of snow and are big enough to allow tractor-trailer combinations to park while drivers attach or remove chains. Chain stations can usually be found on flat road sections so that you can stop and re-tension your chains after having driven some distance. When you arrive at a Norway chain station, it is a good idea to call the information line (tel. 175) to check conditions on your route.

	Lay the chain on the ground. Make sure there are no twists or knots in the chain.		Lift the chain onto the wheel with the tightening cams on the outside and in a "slack" position. Push the end of the chain in under the back of the wheel and reverse the vehicle by about 1/4 turn of the wheel.
	First, hook up the side chains on the inner side of the wheel.		Then tighten the chain around the wheel manually by pulling the outer side chains together. Then hook the outer side chains together.
	Tighten with the tightening cam by inserting a tightening lever into the groove of the cam and twisting it 90 degrees so that the chain loop slips into the locked position		If you need to tighten two cams, these must be placed diagonally across from each another. Chains must be fitted on wheels with ABS sensors. (See the instruction manual.)

Note: Chains have to be re-tensioned after driving about 100–200 metres.

Tunnel tips for all

Driving into a tunnel correctly:

- Never pass a red light (flashing or otherwise) or if the barrier is down.
- Be aware of the speed limit in the tunnel, but don't slow down first 3 sec.
- Check that you have switched the lights on in your vehicle.
- Remove your sunglasses.
- Close the windows.
- Consider using air recirculation.
- Switch on the radio (DAB+) so that you hear necessary traffic bulletins about accidents in the tunnel.

Driving/behaviour in the tunnel:

- Maintain a distance of at least 5 seconds from the vehicle in front.
- Use your windscreen wipers and defroster if visibility is poor due to mist on the windscreen.

In the event of a breakdown or accident in the tunnel:

- Stay calm.
- Switch on your hazard warning lights to warn other road users.
- Do not turn around in the tunnel.
- Wear a reflective tabard.
- Head for the nearest emergency exit.
- Use the tunnel's emergency telephone to notify the Traffic Control Centre automatically (do not use a mobile phone).

Rules for driving in tunnels for commercial drivers

1. Pay particular attention in tunnels – accidents may have major consequences.
2. Stop if you see a red light and/or barrier.
3. Decide whether your vehicle's brakes may be hot before entering the tunnel! Hot brakes may impair braking, result in brake failure will cause a fire.
4. Reduce your speed before entering a steep tunnel. Select a lower gear when travelling down a hill than you would use when travelling up it.
5. Maintain a good distance from the vehicle in front, at least 5 seconds.
6. Use the tunnel's emergency telephone to notify the Traffic Control Centre automatically.
7. Use the tunnel's fire extinguishers – the Traffic Control Centre receives automatic notification.
8. In the event of a fire, evacuate the tunnel or enter an evacuation room, and help others to get to safety.



How to fill a CMR form

4 LA

0651287

[illegible]

Traditional

The CMR letter is printed in 4 copies:

- red (the copy for the sender of the goods);

- blue (the copy for the consignee accompanying the goods throughout the period of transport);
- green (carrier specimen);
- black (the copy reserved for administrative inquiries).

All copies of the consignment note must be filled out in the same way. It is possible that at the time the consignment note is established, certain data will be unknown (for example: information concerning successive carriers). This data can be added later in the available copies.

Box 1 Name and complete address of the sender of the goods.

Box 2 Name and complete address of the consignee (recipient) of the goods.

Box 3 Final cargo destination (the actual destination whilst the 2nd gap rather requires the main HQ address or the correct branch address if it's a different branch).

Place and date when the goods are taken into charge by the carrier. It is recommended that the carrier indicate the hour of arrival of the vehicle at the place of loading and the hour of departure. These annotations are useful in the event that the vehicle remains standing over a period of time due to the consignor of the goods, so as to enable the carrier to obtain remuneration.

Box 4 The cargo origin (the place where the cargo is loaded).

The foreseen place of delivery of the goods. It is recommended to ask the consignor to indicate the opening hours of the warehouse or depot where the delivery will take place. This mention will avoid the carrier having an expensive and unnecessary wait if he arrived outside of opening hours.

Box 5 If documents are attached, please note them in this gap of the CMR (e.g. invoice, spec sheets, custom and import sheets, etc.).

Particular instructions of the consignor. If necessary, the consignor is expected to indicate instructions that could affect the transport, such as the instructions concerning Customs procedures, the ban on transhipment of the goods, insurance of the goods or any other instruction he deems useful.

Box 6–12 these spaces are all dedicated to information, related to the goods and merchandise in the cargo. The most common example is when drivers use it to highlight that something might not seem in 100% perfect condition or whether something just he wasn't able to do. Some of them are quite rarely filled out and are usually supplementary.

Name and complete address of the carrier, other references if applicable.

Box 6 Features and numbers.

Box 7 Quantity (pieces).

Box 8 Packaging type.

Box 9 Name of the item.

Box 10 Statistical No. (rarely filled in).

Box 11 Weight (mandatory).

Box 12 Volume (m³).

Box 13 This gap dedicated for the sender to input any relevant information about the transport (e.g. temperature, instructions for the customs, delivery, etc.).

Box 14 and 15 In these gaps, information regarding returns and terms of payment can be filled out. In general practice, this isn't generally filled out.

Box 16 and 17 Full name of the carrier.

Box 18 The carrier can enter their comments about potential risks or additional concerns.

Box 19 and 20 Information for provisions/payment.

Box 19 (new alternative) pallet exchange. This box should always be filled in.

Box 21 Location of where the CMR is created (place of issue) and the date.

Box 22 Contact info, signature & stamp of the sender.

Box 23 Signature of the cargo company (representative is usually the driver).

Box 24 Acknowledgment that the cargo was received, including the signature, date, and stamp of the recipient.

Box 25, 26, 27 they're reserved for information about the carrier transport and its identification.

5H

1 Absender / From: Ziegler S. A. 1 Passage Eifel France - 21700 Nuits St George		INTERNATIONALER FRACHTBRIEF LETTRE DE VOITURE INTERNATIONALE Diese Sendung unterliegt nicht einer gegenseitigen Absicherung des Besitzes durch den Absender und den Empfänger. Der Empfänger ist verpflichtet, die Sendung bei Nichtempfang oder bei Beschädigung der Sendung an den Absender zurückzugeben.	
2 Empfänger / To: Thermal Ceramics Italiana S. r. l. I - 26841 Casalpusterlengo (LO) Via Delle Rogem, 6 C. F. o. P. IVA 100069330156		16 Empfänger / To: Hegelmann Transporte Agronomijos g. 55, 47480 Kaunas, Lithuania Tel. +370 37 788 600	
3 Ursprung / Origin: Casalpusterlengo (LO) Italy		17 Ursprung / Origin: Ahda, UAB, 302912861 Jovaru g. 2A, Kaunas, LT-47193, Lithuania	
4 Ort und Land / Place and Country: Nuits, St Georges 21700 France		18 Verfallsdatum / Validity: 12.02.2023	
5 Lieferschein, Delivery note, Bon de Livraison and other documents accompanying the CMR. Write name and number.		19 Stamp here, if box 16 is written by other transporter	
6 Referenz: 230271		20 Write all notes about disadvantages	
7 Anzahl der Packstücke / Number of packages: 33 EUP		8 Art der Verpackung / Type of packaging: Box, Big bag Paper	
9 Gewicht des Gutes / Weight of goods: Ca 20 Tons		10 Volumen des Gutes / Volume of goods: 13,6 LDM	
11 Anzahl der Paletten / Number of pallets: 13		12 Länge der Paletten / Length of pallets: 13,6 LDM	
13 The customs office stamp. Your official notes: temperature, number of the seals, etc.		14 Nummerierung der Sendung / Numbering of the consignment	
15 The customs office stamp. Your official notes: temperature, number of the seals, etc.		16 The customs office stamp. Your official notes: temperature, number of the seals, etc.	
17 Europapalientausch / EUP: PLTY-33 PITN-0		18 No EUP (definite)	
19 Got with load		20 Handled over pallets	
21 Nuits, St. Georges 21700 France		22 Date de chargement: 12.02.2023	
23 Signature and stamp of the consignor: Suniti Kumar Chatterji		24 Signature and stamp of the consignee: 14.02.2023	
25 Signature and stamp of the consignor		26 Signature and stamp of the consignee	
27 MIV584 (tractor) GH321 (semitrailer)		28 National To NO, CH To EU Outside EU	

New.

Calendar of expected changes

Date of entry into force of the requirements	Requirements introduced by the new Mobility Package rules
20-08-2023	Mandatory replacement of analogue and digital tachographs with 2nd generation smart tachographs.
01-12-2024	Obligation to store and present for inspection data from the tachograph for the day and preceding 56 days.
01-09-2025	Mandatory replacement of 1st generation smart tachographs with 2nd generation smart tachographs.
01-07-2026	Mandatory use of tachographs and recording of working time and rest periods for drivers of vehicles up to 3.5 t in international transport.

 **'periods of driving'** means the duration of driving activity recorded automatically or semi-automatically by the recording equipment.

 **'periods of other works'** shall mean: loading and unloading, cleaning and technical maintenance, all other work intended to ensure the safety of the vehicle, its cargo and passengers or to fulfil the legal or regulatory obligations directly linked to the specific transport operation under way, including monitoring of loading and unloading, administrative formalities with police, customs, immigration officers etc.

 **'periods of availability' (POA)** shall mean: periods other than those relating to break times and rest times during which the mobile worker is not required to remain at his workstation, but must be available to answer any calls to start or resume driving or to carry out other work. In particular such periods of availability shall include periods during which the mobile worker is accompanying a vehicle being transported by ferryboat or by train as well as periods of waiting at frontiers and those due to traffic prohibitions. For mobile workers driving in a team, the time spent sitting next to the driver or on the couchette while the vehicle is in motion

 **'periods of break and rest'** shall mean: means any uninterrupted period during which a driver may freely dispose of his time.

RULES ON DRIVING TIMES, BREAKS AND REST PERIODS FOR DRIVERS BY THE REGULATION (EC) NO 561/2006

Rest $\geq$	Driving $\leq$ 9 h $\oplus$	Daily or weekly rest $\geq$
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The daily driving time shall not exceed *nine hours*.

IIEO $\geq$	Driving $\leq$ 10 h $\oplus$	Daily or weekly rest $\geq$
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However, the daily driving time may be extended to at most *10 hours* not more than *twice during the week*.

Driving $\leq$ 4,5 h $\oplus$	Break $\geq$ 45 min $\geq$
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see ↓

Driving $\leq$ 4,5 h $\oplus$	Break $\geq$	Driving $\leq$ 4,5 h $\oplus$	Break $\geq$	Driving $\leq$ 1 h $\oplus$	Rest $\geq$
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or

Driving $\leq$ 1,5 h $\oplus$	Break $\geq$	Driving $\leq$ 4,5 h $\oplus$	Break $\geq$	Driving $\leq$ 4 h $\oplus$	Rest $\geq$
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After a driving period of *four and a half hours* a driver shall take an uninterrupted break of *not less than 45 minutes*, unless he takes a rest period.

Driving = 1 h $\oplus$	Work = 2 h $\otimes$	Driving = 3 h $\oplus$	Break $\geq$ 30 min $\geq$	Work $\leq$ 3 h $\otimes$
$\oplus + \otimes \leq 6$ h			≥ 30 min	$\oplus + \otimes \leq 3$ h

Persons, in no circumstances work for more than *six consecutive hours* without a break. Working time shall be interrupted by a break of at least *30 minutes*, if working hours total between six and nine hours,

Driving = 1 h $\oplus$	Work = 2 h $\otimes$	Driving = 3 h $\oplus$	IIP $\geq$ 45 min $\geq$	Work $>$ 3 h $\otimes$
$\oplus + \otimes \leq 6$ h			≥ 45 min	3 h $< \oplus + \otimes \leq 6$ h

and of at least *45 minutes*, if working hours total *more than nine hours*.

Driving = 3 h ☐	Work = 2 h ☒	Driving = 1 h ☐	Break ≥ 30 min ☐	Driving = 0,5 h ☐	Break ≥ 30 min ☐	Driving = 2 h ☐
☐ + ☒ ≤ 6 h			☐ ≥ 15 min (☐)	☐ = 0,5 h	☐ ≥ 30 min (☐)	☐ = 2 h

It is wise for the driver to plan ahead, as a 30-minute break counts as 15 minutes of driving time; after another 30 minutes of driving, you will need to rest for at least additional 30 minutes.

Driving = 3 h ☐	Work = 2 h ☒	Driving = 1 h ☐	Break ≥ 45 min ☐	Driving = 2,5 h ☐
☐ + ☒ ≤ 6 h			☐ ≥ 45 min (☐)	☐ = 2,5 h

If the driver rests for 45 minutes, he can drive another 4.5 hours without a break.

Driving = 2,5 h ☐	Break ≥ 15 min ☐	Driving = 2 h ☐	Break ≥ 30 min ☐
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This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period.

Rest ☐	Driving ≤ 4,5 h ☐	Break ≥ 45 min ☐	Driving ≤ 4,5 h ☐	Work 1 h ☒	Rest ≥ 11 h ☐
☐ + ☒ ≤ 13 h (15 h x 3)					☐ ≥ 11 (9 x 3) h
≤ 24 h					

Within each period of 24 hours after the end of the previous daily rest period or weekly rest period a driver shall have taken a new daily rest period not less than 11 hours. A working day may be less than 24 hours. If the driver starts work at 12 noon, drives 4.5 hours, rests for 50 minutes, drives another 4.5 hours, services the car for 10 minutes and rests at 11:00, he can start work the next day at 9:00.

Rest ☐	Driving ≤ 4,5 h ☐	Rest I ≤ 3 h ☐	EBB ≤ 4,5 h ☐	Rest II ≤ 9 h ☐
≤ 24 h				

Alternatively, this regular daily rest period may be taken in *two periods*, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours.

Week	1							2						
Day	I	II	III	IV	V	VI	VII	I	II	III	IV	V	VI	VII
☐	3	8	0	0	3	10	10	10	10	9	0	9	9	9
h	11	11	24	24	11	9	11	9	9	11	24	11	9	9
☐	Σ34 h (2 x 10 h)							Σ56 (2 x 10 h)						
h	0 x 9 h		≥ 45 h			3 x 9 h				≥24h		2 x 9 h		
	☐+☐≤48 h							☐+☐≤60 h						

'A week' means the period of time between 00.00 on Monday and 24.00 on Sunday. 'Weekly driving time' means the total accumulated driving time during a week. A weekly rest period that falls in two weeks may be counted in either week, but not in both.

A driver may have at most three reduced daily rest periods between any two weekly rest periods (at least nine hours but less than 11 hours). The total working time during the day may not exceed 13 hours, but three times a week it can be extended to 15 hours a day.

Driving ≤ 56 h ☐	Rest ☐	Driving = 34 h ☐	Rest ☐	Driving ≤ 56 h ☐	Rest ☐
2 HBB ≤ 90 h ☐					
2 HBB ≤ 90 h ☐					

The weekly driving time shall not exceed 56 hours.

The total accumulated driving time during any two consecutive weeks shall not exceed 90 hours.

Week 1	Week 2	Week 3	Week 4	Week 5
☐ + ☒ ≤ 48 h	☐ + ☒ ≤ 48 h	☐ + ☒ ≤ 48 h	☐ + ☒ ≤ 48 h	☐ + ☒ ≤ 60 h

The average weekly working time may not exceed 48 hours. The maximum weekly working time may be extended to 60 hours only if, over four months, an average of 48 hours a week is not exceeded.

Rest (45 h) ☐	Driving ≤ (124 = 6 X 24 h) ☐	Rest (24 h) ☐
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A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period. In any two consecutive weeks a driver shall take at least: two regular weekly rest periods (45 hours); or one regular weekly rest period and one reduced weekly rest period of at least 24 hours.

Driving ☐	Rest 24 h ☐	Driving ☐	Rest 45 h ☐	Driving ☐	Rest 45 h ☐	Driving ☐	Rest 45+21 h ☐	Driving ☐
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Compensation 21 h before 3 week.

Or:

Driving □	Rest 24 h	Driving □	Rest 45 h	Driving □	Rest 45 h	Driving I, II □	Rest 9+21 h	Driving IV □	Rest 45 h	Driving □
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Compensation 21 h before 3 week.

Any reduction in weekly rest period shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question. Any rest taken as compensation for a reduced weekly rest period shall be *attached* to another rest period of at least *nine hours*.

Driving □	Rest (24 h)	Driving □	Rest (45 h)	Driving □	Rest (24 h)	Driving □	Rest (21+45 h)	Driving □	Rest (24 h)	Driving □
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Compensation 21 h before 3 week.

Transport undertakings shall organise the work of drivers in such a way that the drivers are able to return to the employer's operational centre where the driver is normally based and where the driver's weekly rest period begins, in the Member State of the employer's establishment, or to return to the drivers' place of residence, within each period of four consecutive weeks, in order to spend at least one regular weekly rest period or a weekly rest period of more than 45 hours taken in compensation for reduced weekly rest period.

I-VI □	RWR (24 h)	I-VI □	RWR (24 h)	I-VI □	WR (42+45 h)	I-VI □	WR (45 h)	I-VI □
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45 - 24 ≤ 21 (45-X) h Compensation
Compensation en bloc before end 3 week 45 - 24 ≤ 21 h Compensation

A driver engaged in international transport of goods may, outside the Member State of establishment, take two consecutive reduced weekly rest periods provided that the driver in any four consecutive weeks takes at least four weekly rest periods, of which at least two shall be regular weekly rest periods. A driver shall be considered to be engaged in international transport where the driver starts the two consecutive reduced weekly rest periods outside the Member State of the employer's establishment and the country of the drivers' place of residence. Any reduction in weekly rest period shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question. Where two reduced weekly rest periods have been taken consecutively in accordance with the third subparagraph of paragraph 6, the next weekly rest period shall be preceded by a rest period taken as compensation for those two reduced weekly rest periods. However, where the driver has taken two consecutive reduced weekly rest periods, the transport undertaking shall organise the work of the driver in such a way that the driver is able to return before the start of the regular weekly rest period of more than 45 hours taken in compensation. The regular weekly rest periods and any weekly rest period of *more than 45 hours* taken in compensation for previous reduced weekly rest periods *shall not be taken in a vehicle!* The driver must remove the card from the tachograph when leaving the vehicle to rest. All periods when the card was not in the tachograph must be closed by manual entry.

Driving ≤ 4,5 h □	Break ≥ 45 min	Driving ≤ 4,5 h □	Break ≥ 45 min	Driving ≤ 1 h □	Driving ≤ 1 h □	Rest ≥ 45 h
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□ + ✖ ≤ 13 (15) working

Return home

≤ 24 + 1 h

Provided that road safety is not thereby jeopardised, in exceptional circumstances, the driver may also depart from Article 6(1) and (2) and Article 8(2) by exceeding the daily and weekly driving time by up to one hour in order to reach the employer's operational centre or the driver's place of residence to take a weekly rest period.

Driving ≤ 4,5 h □	Break ≥ 45 min	Driving ≤ 4,5 h □	Break ≥ 45 min	Driving ≤ 1 h □	Break ≥ 30 min	Driving ≤ 2 h □	Rest ≥ 45 h
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□ + ✖ ≤ 13 (15) working

Return home

□ + ✖ ≤ 13 (15) + 0,5 + 2 - 11 (9) h

Under the same conditions, the driver may exceed the daily and weekly driving time by up to two hours, provided that an uninterrupted break of 30 minutes was taken immediately prior to the additional driving in order to reach the employer's operational centre or the driver's place of residence for taking a regular weekly rest period. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment, or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the destination or the suitable stopping place. Although driving for 12 hours in a 24-hour period, this does not constitute a violation of work and rest time.

Driving simultaneously by several drivers

Driver I	EBB 4,5 h ☐	ГБП 4,5 h ☐	EBB 4,5 h ☐	ГБП 4,5 h ☐	ВДР 1 h ☒	ПЕО 9 h ☐
Driver II	ГБП 4,5 h ☐	EBB 4,5 h ☐	ГБП 4,5 h ☐	EBB 4,5 h ☐	ВДР 1 h ☒	ПЕО 9 h ☐
По 9 часов, ☐						

A driver engaged in multi-manning may take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.

Ежедневное время вождения каждого водителя не должно превышать 9 час.

Driver I	EBB 4,5 h ☐	ВДР 1 h ☒	ГБП 4,5 h ☐	EBB 4,5 h ☐	ГБП 4,5 h ☐	EBB 1 h ☐	ГБП 1 h ☐	ПЕО 9 h ☐
Driver II	ГБП 4,5 h ☐	ВДР 1 h ☒	EBB 4,5 h ☐	ГБП 4,5 h ☐	EBB 4,5 h ☐	ГБП 1 h ☐	EBB 1 h ☐	ПЕО 9 h ☐
По 10 часов, ☐ (≤ 21 ч)								
≤ 30 часов.								

Within 30 hours of the end of a daily or weekly rest period, a driver engaged in multi-manning must have taken a new daily rest period of at least nine hours.

Interruption of rest time by ferry or rail

Rest 3 h ☐	Driving/work 35 min. ☐	Rest 5 (any) h ☐	Driving/work 15 min. ☐	Rest 3 h ☐
☐ + ☒ ≤ 1 h		11 h ≤ ☐ + ☐ ≤ 24 h		

When a driver accompanies a vehicle which is transported by ferry or train and takes a regular daily rest period (11–24 h) or a reduced weekly rest period (24–44 h), that period may be interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or reduced weekly rest period the driver shall have access to a sleeper cabin, bunk or couchette at their disposal.

Rest 7 h ☐	Driving/work 20 min. ☐	Rest ≥ 8 h ☐	Driving/work 35 min. ☐	Rest 9 h ☐
☐ + ☒ ≤ 1 h		24 h ≤ ☐ + ☐ ≤ 44 h		

With regard to reduced weekly rest periods, that derogation shall only apply to ferry or train journeys where: the journey is scheduled for 8 hours or more.

DRIVER'S JOURNEY TO/FROM THE VEHICLE

Any time spent travelling to a location to take charge of a vehicle falling within the scope of this Regulation, or to return from that location, when the vehicle is neither at the driver's home nor at the employer's operational centre where the driver is normally based, shall not be counted as a rest or break (availability ☐) unless the driver is on a ferry or train and has access to a sleeper cabin, bunk or couchette.

Any time spent by a driver driving a vehicle which falls outside the scope of this Regulation to or from a vehicle which falls within the scope of this Regulation, which is not at the driver's home or at the employer's operational centre where the driver is normally based, shall count as other work (☒).

A commentary. A driver shall record as other work any time spent as "other work" or "on duty". This record shall be entered by use of manual input facilities on recording equipment.

ANNEX

ATTESTATION OF ACTIVITIES* / FORMULAIRE D'ATTESTATION D'ACTIVITÉS* БЛАНК ПОДТВЕРЖДЕНИЯ ДЕЯТЕЛЬНОСТИ*

(Регламент 561/2006 (ЕС) или ЕСТР**)/ (REGULATION (EC) 561/2006 OR THE AETR**)

Заполнить печатными латинскими буквами и подписать до рейса/ To be filled in by typing in Latin characters and signed before a journey

Приложить к записям контрольного устройства, которые должны сохраняться/ To be kept with the original control device records wherever they are required to be kept

Подделка бланка подтверждения является правонарушением/ False attestations constitute an infringement

Часть, подлежащая заполнению предприятием (Part to be filled in by the undertaking)

1. Название предприятия /Name of the undertaking
2. Улица, почтовый индекс, город/Street address, postal code, city

Страна/Country:
3. Номер телефона (включая международный код)/Telephone number (including international prefix)
4. Номер факса (включая международный код)/Fax number (including international prefix)
5. Адрес электронной почты/e-mail address:
- Я, нижеподписавшийся (I, the undersigned):
6. Фамилия и имя/ Name and first name:
7. Должность на предприятии/Position in the undertaking:
- заявляю, что водитель/declare that the driver :
8. Фамилия и имя/Name and first name:
9. Дата рождения: (день/месяц/год)/ Date of birth (day/month/year):
10. Номер водительского удостоверения или удостоверения личности или паспорта/Driving licence or identity card or passport number
11. Начал работать на предприятии с (день/месяц/год)/ who has started to work at the undertaking on (day/month/year) в течение периода/for the period:
12. с (час/день/месяц/год)/ from (day/month/year):
13. по (час/день/месяц/год)/ to (day/month/year):
14. ☐ находился в отпуске по болезни***/ was on sick leave
15. ☐ находился в ежегодном отпуске ***/ was on annual leave
16. ☐ находился в отпуске или на отдыхе***/was on leave or rest
17. ☐ управлял транспортным средством, не подпадающим под действие положений Регламента (ЕС) 561/2006 или ЕСТР***/drove a vehicle exempted from the scope of the Regulation(EC) 561/2006 or the AETR
18. ☐ выполнял другую работу, отличную от управления транспортным средством,***/was performing any work other than driving of a vehicle
19. ☐ был в ожидании***/was available
20. Место/Place:..... Дата/date:
- Подпись/signature.....
21. Я, нижеподписавшийся, водитель, подтверждаю, что в течение указанного выше периода не управлял транспортным средством, подпадающим под действие положений Регламента 561/2006 (ЕС) или ЕСТР.
(I, the driver, confirm that I have not been driving a vehicle falling under the scope of the (EC) Regulation 561/2006 or AETR during the period mentioned above).
22. Место/Place:..... Дата/date:

Подпись водителя/signature of the driver

* Настоящий формуляр можно получить в электронном и печатном варианте по следующему адресу/ This form is available in electronic and printable versions at the following address: <http://www.unece.org/trans/main/sc1/aetr.html>

** Европейское Соглашение, касающееся работы экипажей Транспортных средств, производящих международные Автомобильные перевозки/European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport.

*** Выбрать только одну позицию/Choose only one box.

Guide to entering travel data into the digital tachograph

Any time spent travelling to a location to take charge of a vehicle falling within the scope of this Regulation, or to return from that location, when the vehicle is neither at the driver's home nor at the employer's operational centre where the driver is normally based, shall not be counted as a rest or break (unless the driver is on a ferry or train and has access to a sleeper cabin, bunk or couchette).

Before entering the data, write down these data in the notepad:

On the reference "Pažyma Nr..." on the last line, find the departure and arrival times. Divide this time period into 7 parts of 3 hours and write them in the column. Write down the hammers and envelopes one by one. If it says "užtruks nuo 2022.02.18 22:00 val. iki 2022.02.19 19:00 val.", then write something like this:

Driver 1		Driver 2	
☹	2022.02.18 22:00	☑	2022.02.18 22:00
☑	2022.02.19 01:00	☹	2022.02.19 01:00
☹	2022.02.19 04:00	☑	2022.02.19 04:00
☑	2022.02.19 07:00	☹	2022.02.19 07:00
☹	2022.02.19 10:00	☑	2022.02.19 10:00
☑	2022.02.19 13:00	☹	2022.02.19 13:00
☹	2022.02.19 16:00	☑	2022.02.19 16:00
☐	2022.02.19 19:00	☐	2022.02.19 19:00

Only then enter the data into the tachograph by manual entry.

Insert the digital driver card into the tachograph. A question appears on the tachograph screen:

"Confirm manual entry?". Confirm manual entry by pressing 'OK'.

On the top line, the tachograph shows the date and time of the last withdrawal of the digital driver card, e.g. "15.02.23 22:46".

On the bottom line you must enter the date and time of the driver's departure from the company where the driver is employed. Leaving «☐» (rest) before the time indicated in the help, then enter the activity shown in the table. Confirm each line with the 'OK' button. The time entered is moved to the top line.

In the new line that appears, use the arrows to ^, v, which are on the main tachograph button, change «☐» (rest) to «☑» and «☹» one at a time, as written in the table. Overlap all times until the tachograph screen changes to "start of country".

Driver 1		Driver 2	
☹		☑	
☑		☹	
☹		☑	
☑		☹	
☹		☑	
☑		☹	
☹		☑	
☐		☐	

Driver 1		Driver 2	
☹		☑	
☑		☹	
☹		☑	
☑		☹	
☹		☑	
☑		☹	
☹		☑	
☐		☐	

B REGULATION (EC) NO 561/2006 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

OF 15 MARCH 2006

on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85

CHAPTER I

INTRODUCTORY PROVISIONS

Article 1

This Regulation lays down rules on driving times, breaks and rest periods for drivers engaged in the carriage of goods and passengers by road in order to harmonise the conditions of competition between modes of inland transport, especially with regard to the road sector, and to improve working conditions and road safety. This Regulation also aims to promote improved monitoring and enforcement practices by Member States and improved working practices in the road transport industry.

Article 2

1. This Regulation shall apply to the carriage by road:

(a) of goods where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 3,5 tonnes,

(aa) from 1 July 2026, of goods in international transport operations or in cabotage operations, where the maximum permissible mass of the vehicle, including any trailer, or semi-trailer, exceeds 2,5 tonnes, or

(b) of passengers by vehicles which are constructed or permanently adapted for carrying more than nine persons including the driver, and are intended for that purpose.

2. This Regulation shall apply, irrespective of the country of registration of the vehicle, to carriage by road undertaken:

(a) exclusively within the Community; or

(b) between the Community, Switzerland and the countries party to the Agreement on the European Economic Area.

3. The AETR shall apply, instead of this Regulation, to international road transport operations undertaken in part outside the areas mentioned in paragraph 2, to:

(a) vehicles registered in the Community or in countries which are contracting parties to the AETR, for the whole journey;

(b) vehicles registered in a third country which is not a contracting party to the AETR, only for the part of the journey on the territory of the Community or of countries which are contracting parties to the AETR.

The provisions of the AETR should be aligned with those of this Regulation, so that the main provisions in this Regulation apply, through the AETR, to such vehicles for any part of the journey made within the Community.

Article 3

This Regulation shall not apply to carriage by road by:

(a) vehicles used for the carriage of passengers on regular services where the route covered by the service in question does not exceed 50 kilometres;

(aa) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used for:

(i) carrying materials, equipment or machinery for the driver's use in the course of the driver's work; or

(ii) for delivering goods which are produced on a craft basis,

only within a 100 km radius from the base of the undertaking and on the condition that driving the vehicle does not constitute the driver's main activity and transport is not carried out for hire or reward;

(b) vehicles with a maximum authorised speed not exceeding 40 kilometres per hour;

(c) vehicles owned or hired without a driver by the armed services, civil defence services, fire services, and forces responsible for maintaining public order when the carriage is undertaken as a consequence of the tasks assigned to these services and is under their control;

(d) vehicles, including vehicles used in the non-commercial transport of humanitarian aid, used in emergencies or rescue operations;

- (e) specialised vehicles used for medical purposes;
- (f) specialised breakdown vehicles operating within a 100 km radius of their base;
- (g) vehicles undergoing road tests for technical development, repair or maintenance purposes, and new or rebuilt vehicles which have not yet been put into service;
- (h) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used for the non-commercial carriage of goods;
- (ha) vehicles with a maximum permissible mass, including any trailer, or semi-trailer exceeding 2,5 tonnes but not exceeding 3,5 tonnes that are used for the transport of goods, where the transport is not effected for hire or reward, but on the own account of the company or the driver, and where driving does not constitute the main activity of the person driving the vehicle;
- (i) commercial vehicles, which have a historic status according to the legislation of the Member State in which they are being driven and which are used for the non-commercial carriage of passengers or goods.

Article 4

For the purposes of this Regulation the following definitions shall apply:

- (a) 'carriage by road' means any journey made entirely or in part on roads open to the public by a vehicle, whether laden or not, used for the carriage of passengers or goods;
- (b) 'vehicle' means a motor vehicle, tractor, trailer or semi-trailer or a combination of these vehicles, defined as follows:
 - 'motor vehicle': any self-propelled vehicle travelling on the road, other than a vehicle permanently running on rails, and normally used for carrying passengers or goods,
 - 'tractor': any self-propelled vehicle travelling on the road, other than a vehicle permanently running on rails, and specially designed to pull, push or move trailers, semi-trailers, implements or machines,
 - 'trailer': any vehicle designed to be coupled to a motor vehicle or tractor,
 - 'semi-trailer': a trailer without a front axle coupled in such a way that a substantial part of its weight and of the weight of its load is borne by the tractor or motor vehicle;
- (c) 'driver' means any person who drives the vehicle even for a short period, or who is carried in a vehicle as part of his duties to be available for driving if necessary;
- (d) 'break' means any period during which a driver may not carry out any driving or any other work and which is used exclusively for recuperation;
- (e) 'other work' means all activities which are defined as working time in Article 3(a) of Directive 2002/15/EC except 'driving', including any work for the same or another employer, within or outside of the transport sector;
- (f) 'rest' means any uninterrupted period during which a driver may freely dispose of his time;
- (g) 'daily rest period' means the daily period during which a driver may freely dispose of his time and covers a 'regular daily rest period' and a 'reduced daily rest period':
 - 'regular daily rest period' means any period of rest of at least 11 hours. Alternatively, this regular daily rest period may be taken in two periods, the first of which must be an uninterrupted period of at least 3 hours and the second an uninterrupted period of at least nine hours,
 - 'reduced daily rest period' means any period of rest of at least nine hours but less than 11 hours;
- (h) 'weekly rest period' means the weekly period during which a driver may freely dispose of his time and covers a 'regular weekly rest period' and a 'reduced weekly rest period':
 - 'regular weekly rest period' means any period of rest of at least 45 hours,
 - 'reduced weekly rest period' means any period of rest of less than 45 hours, which may, subject to the conditions laid down in Article 8(6), be shortened to a minimum of 24 consecutive hours;
- (i) 'a week' means the period of time between 00.00 on Monday and 24.00 on Sunday;
- (j) 'driving time' means the duration of driving activity recorded:
 - automatically or semi-automatically by the recording equipment as defined in Annex I and Annex IB of Regulation (EEC) No 3821/85, or
 - manually as required by Article 16(2) of Regulation (EEC) No 3821/85;
- (k) 'daily driving time' means the total accumulated driving time between the end of one daily rest period and the beginning of the following daily rest period or between a daily rest period and a weekly rest period;
- (l) 'weekly driving time' means the total accumulated driving time during a week;
- (m) 'maximum permissible mass' means the maximum authorised operating mass of a vehicle when fully laden;

(n) 'regular passenger services' means national and international services as defined in Article 2 of Council Regulation (EEC) No 684/92 of 16 March 1992 on common rules for the international carriage of passengers by coach and bus ⁽¹⁾;

(o) 'multi-manning' means the situation where, during each period of driving between any two consecutive daily rest periods, or between a daily rest period and a weekly rest period, there are at least two drivers in the vehicle to do the driving. For the first hour of multimanning the presence of another driver or drivers is optional but for the remainder of the period it is compulsory;

(p) 'transport undertaking' means any natural person, any legal person, any association or group of persons without legal personality, whether profit-making or not, or any official body, whether having its own legal personality or being dependent upon an authority having such a personality, which engages in carriage by road, whether for hire or reward or for own account;

(q) 'driving period' means the accumulated driving time from when a driver commences driving following a rest period or a break until he takes a rest period or a break. The driving period may be continuous or broken;

(r) 'non-commercial carriage' means any carriage by road, other than carriage for hire or reward or on own account, for which no direct or indirect remuneration is received and which does not directly or indirectly generate any income for the driver of the vehicle or for others, and which is not linked to professional or commercial activity.

CHAPTER II

CREWS, DRIVING TIMES, BREAKS AND REST PERIODS

Article 5

1. The minimum age for conductors shall be 18 years.

2. The minimum age for drivers' mates shall be 18 years. However, Member States may reduce the minimum age for drivers' mates to 16 years, provided that:

(a) the carriage by road is carried out within one Member State within a 50 kilometre radius of the place where the vehicle is based, including local administrative areas the centre of which is situated within that radius;

(b) the reduction is for the purposes of vocational training; and

(c) there is compliance with the limits imposed by the Member State's national rules on employment matters.

Article 6

1. The daily driving time shall not exceed nine hours. However, the daily driving time may be extended to at most 10 hours not more than twice during the week.

2. The weekly driving time shall not exceed 56 hours and shall not result in the maximum weekly working time laid down in Directive 2002/15/EC being exceeded.

3. The total accumulated driving time during any two consecutive weeks shall not exceed 90 hours.

4. Daily and weekly driving times shall include all driving time on the territory of the Community or of a third country.

5. A driver shall record as other work any time spent as described in point (e) of Article 4 as well as any time spent driving a vehicle used for commercial operations that do not fall within the scope of this Regulation, and shall record any periods of availability, as defined in point (b) of Article 3 of Directive 2002/15/EC, in accordance with point (b)(iii) of Article 34(5) of Regulation (EU) No 165/2014 of the European Parliament and of the Council ⁽²⁾. This record shall be entered either manually on a record sheet or printout or by use of manual input facilities on recording equipment.

¹ OJ L 74, 20.3.1992, p. 1. Regulation as last amended by the 2003 Act of Accession.

² Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1).

Article 7

After a driving period of four and a half hours a driver shall take an uninterrupted break of not less than 45 minutes, unless he takes a rest period.

This break may be replaced by a break of at least 15 minutes followed by a break of at least 30 minutes each distributed over the period in such a way as to comply with the provisions of the first paragraph.

A driver engaged in multi-manning may take a break of 45 minutes in a vehicle driven by another driver provided that the driver taking the break is not involved in assisting the driver driving the vehicle.

Article 8

1. A driver shall take daily and weekly rest periods.

2. Within each period of 24 hours after the end of the previous daily rest period or weekly rest period a driver shall have taken a new daily rest period.

If the portion of the daily rest period which falls within that 24 hour period is at least nine hours but less than 11 hours, then the daily rest period in question shall be regarded as a reduced daily rest period.

3. A daily rest period may be extended to make a regular weekly rest period or a reduced weekly rest period.

4. A driver may have at most three reduced daily rest periods between any two weekly rest periods.

5. By way of derogation from paragraph 2, within 30 hours of the end of a daily or weekly rest period, a driver engaged in multi-manning must have taken a new daily rest period of at least nine hours.

6. In any two consecutive weeks a driver shall take at least:

(a) two regular weekly rest periods; or

(b) one regular weekly rest period and one reduced weekly rest period of at least 24 hours.

A weekly rest period shall start no later than at the end of six 24-hour periods from the end of the previous weekly rest period.

* By way of derogation from the first subparagraph, a driver engaged in international transport of goods may, outside the Member State of establishment, take two consecutive reduced weekly rest periods provided that the driver in any four consecutive weeks takes at least four weekly rest periods, of which at least two shall be regular weekly rest periods.

For the purpose of this paragraph, a driver shall be considered to be engaged in international transport where the driver starts the two consecutive reduced weekly rest periods outside the Member State of the employer's establishment and the country of the drivers' place of residence.

6a. By way of derogation from paragraph 6, a driver engaged in a single occasional service of international carriage of passengers, as defined in Regulation (EC) No 1073/2009 of the European Parliament and of the Council of 21 October 2009 on common rules for access to the international market for coach and bus services³), may postpone the weekly rest period for up to 12 consecutive 24-hour periods following a previous regular weekly rest period, provided that:

(a) the service lasts at least 24 consecutive hours in a Member State or a third country to which this Regulation applies other than the one in which the service started;

(b) the driver takes after the use of the derogation:

(i) either two regular weekly rest periods; or

(ii) one regular weekly rest period and one reduced weekly rest period of at least 24 hours. However, the reduction shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the end of the derogation period;

(c) after 1 January 2014, the vehicle is equipped with recording equipment in accordance with the requirements of Annex IB to Regulation (EEC) No 3821/85; and

(d) after 1 January 2014, if driving during the period from 22,00 to 06,00, the vehicle is multi-manned or the driving period referred to in Article 7 is reduced to three hours.

The Commission shall monitor closely the use made of this derogation in order to ensure the preservation of road safety under very strict conditions, in particular by checking that the total accumulated driving time during the period covered by the derogation is not excessive. By 4 December 2012, the Commission shall draw up a report assessing the consequences of the derogation in respect of road safety as well as social aspects. If it deems it appropriate, the Commission shall propose amendments to this Regulation in this respect.

6b. Any reduction in weekly rest period shall be compensated by an equivalent period of rest taken en bloc before the end of the third week following the week in question.

³ OJ L 300, 14.11.2009, p. 88.

Where two reduced weekly rest periods have been taken consecutively in accordance with the third subparagraph of paragraph 6, the next weekly rest period shall be preceded by a rest period taken as compensation for those two reduced weekly rest periods.

7. Any rest taken as compensation for a reduced weekly rest period shall be attached to another rest period of at least nine hours.

8. The regular weekly rest periods and any weekly rest period of more than 45 hours taken in compensation for previous reduced weekly rest periods shall not be taken in a vehicle. They shall be taken in suitable gender-friendly accommodation with adequate sleeping and sanitary facilities.

Any costs for accommodation outside the vehicle shall be covered by the employer.

8a. Transport undertakings shall organise the work of drivers in such a way that the drivers are able to return to the employer's operational centre where the driver is normally based and where the driver's weekly rest period begins, in the Member State of the employer's establishment, or to return to the drivers' place of residence, within each period of four consecutive weeks, in order to spend at least one regular weekly rest period or a weekly rest period of more than 45 hours taken in compensation for reduced weekly rest period.

However, where the driver has taken two consecutive reduced weekly rest periods in accordance with paragraph 6, the transport undertaking shall organise the work of the driver in such a way that the driver is able to return before the start of the regular weekly rest period of more than 45 hours taken in compensation.

The undertaking shall document how it fulfils that obligation and shall keep the documentation at its premises in order to present it at the request of control authorities.

9. A weekly rest period that falls in two weeks may be counted in either week, but not in both.

10. No later than 21 August 2022, the Commission shall evaluate and report to Parliament and to the Council on whether more appropriate rules for drivers engaged in occasional services of carriage of passengers, as defined in point 4 of Article 2 of Regulation (EC) No 1073/2009 can be adopted.

Article 8a

1. The Commission shall ensure that information about safe and secure parking areas is easily accessible to drivers engaged in the carriage of goods and passengers by road. The Commission shall publish a list of all parking areas that have been certified, in order to provide drivers with adequate:

- intrusion detection and prevention,
- lighting and visibility,
- emergency contact points and procedures,
- gender-friendly sanitary facilities,
- food and beverage purchasing options,
- communications connections,
- power supply.

The list of such parking areas shall be made available on a single official website that is regularly updated.

2. The Commission shall adopt delegated acts in accordance with Article 23a to establish standards providing further detail concerning the level of service and security with regard to the areas listed in paragraph 1 and concerning the procedures for the certification of parking areas.

3. All parking areas that have been certified may indicate that they are certified in accordance with Union standards and procedures.

In accordance with point (c) of Article 39(2) of Regulation (EU) No 1315/2013 of the European Parliament and the Council⁴, Member States are to encourage the creation of parking space for commercial road users.

4. By 31 December 2024, the Commission shall present a report to the European Parliament and to the Council on the availability of suitable rest facilities for drivers and of secured parking facilities, as well as on the development of safe and secure parking areas certified in accordance with the delegated acts referred to in paragraph 2. That report may list measures to increase the number and quality of safe and secure parking areas.

Article 9

1. By way of derogation from Article 8, where a driver accompanies a vehicle which is transported by ferry or train and takes a regular daily rest period or a reduced weekly rest period, that period may be

⁴ Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 664/2010/EU (OJ L 348, 20.12.2013, p. 1).

interrupted not more than twice by other activities not exceeding one hour in total. During that regular daily rest or reduced weekly rest period the driver shall have access to a sleeper cabin, bunk or couchette at their disposal.

With regard to regular weekly rest periods, that derogation shall only apply to ferry or train journeys where:

(a) the journey is scheduled for 8 hours or more; and

(b) the driver has access to a sleeper cabin in the ferry or on the train.

2. Any time spent travelling to a location to take charge of a vehicle falling within the scope of this Regulation, or to return from that location, when the vehicle is neither at the driver's home nor at the employer's operational centre where the driver is normally based, shall not be counted as a rest or break unless the driver is on a ferry or train and has access to a sleeper cabin, bunk or couchette.

3. Any time spent by a driver driving a vehicle which falls outside the scope of this Regulation to or from a vehicle which falls within the scope of this Regulation, which is not at the driver's home or at the employer's operational centre where the driver is normally based, shall count as other work.

Article 9a

By 31 December 2025, the Commission shall draw up and submit to the European Parliament and to the Council a report evaluating the use of autonomous driving systems in the Member States. That report shall focus in particular on the potential impact of those systems on rules on driving and rest times. That report shall be accompanied, if appropriate, by a legislative proposal to amend this Regulation.

CHAPTER III

LIABILITY OF TRANSPORT UNDERTAKINGS

Article 10

1. A transport undertaking shall not give drivers it employs or who are put at its disposal any payment, even in the form of a bonus or wage supplement, related to distances travelled, the speed of delivery and/or the amount of goods carried if that payment is of such a kind as to endanger road safety and/or encourages infringement of this Regulation.

2. A transport undertaking shall organise the work of drivers referred to in paragraph 1 in such a way that the drivers are able to comply with Regulation (EEC) No 3821/85 and Chapter II of this Regulation. The transport undertaking shall properly instruct the driver and shall make regular checks to ensure that Regulation (EEC) No 3821/85 and Chapter II of this Regulation are complied with.

3. A transport undertaking shall be liable for infringements committed by drivers of the undertaking, even if the infringement was committed on the territory of another Member State or a third country.

Without prejudice to the right of Member States to hold transport undertakings fully liable, Member States may make this liability conditional on the undertaking's infringement of paragraphs 1 and 2. Member States may consider any evidence that the transport undertaking cannot reasonably be held responsible for the infringement committed.

4. Undertakings, consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies shall ensure that contractually agreed transport time schedules respect this Regulation.

5. (a) A transport undertaking which uses vehicles that are fitted with recording equipment complying with Annex IB of Regulation (EEC) No 3821/85 and that fall within the scope of this Regulation, shall:

(i) ensure that all data are downloaded from the vehicle unit and driver card as regularly as is stipulated by the Member State and that relevant data are downloaded more frequently so as to ensure that all data concerning activities undertaken by or for that undertaking are downloaded;

(ii) ensure that all data downloaded from both the vehicle unit and driver card are kept for at least 12 months following recording and, should an inspecting officer request it, such data are accessible, either directly or remotely, from the premises of the undertaking;

(b) for the purposes of this paragraph 'downloaded' shall be interpreted in accordance with the definition laid down in Annex IB, Chapter I, point (s) of Regulation (EEC) No 3821/85;

(c) the maximum period within which the relevant data shall be downloaded under (a)(i) shall be decided by the Commission in accordance with the procedure referred to in Article 24(2).

CHAPTER IV EXCEPTIONS

Article 11

A Member State may provide for longer minimum breaks and rest periods or shorter maximum driving times than those laid down in Articles 6 to 9 in the case of carriage by road undertaken wholly within its territory. In so doing, Member States shall take account of relevant collective or other agreements between the social partners. Nevertheless, this Regulation shall remain applicable to drivers engaged in international transport operations.

Article 12

Provided that road safety is not thereby jeopardised and to enable the vehicle to reach a suitable stopping place, the driver may depart from Articles 6 to 9 to the extent necessary to ensure the safety of persons, of the vehicle or its load. The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the suitable stopping place.

Provided that road safety is not thereby jeopardised, in exceptional circumstances, the driver may also depart from Article 6(1) and (2) and Article 8(2) by exceeding the daily and weekly driving time by up to one hour in order to reach the employer's operational centre or the driver's place of residence to take a weekly rest period.

Under the same conditions, the driver may exceed the daily and weekly driving time by up to two hours, provided that an uninterrupted break of 30 minutes was taken immediately prior to the additional driving in order to reach the employer's operational centre or the driver's place of residence for taking a regular weekly rest period.

The driver shall indicate the reason for such departure manually on the record sheet of the recording equipment, or on a printout from the recording equipment or in the duty roster, at the latest on arrival at the destination or the suitable stopping place.

Any period of extension shall be compensated by an equivalent period of rest taken en bloc with any rest period, by the end of the third week following the week in question.

Article 13

1. Provided the objectives set out in Article 1 are not prejudiced, each Member State may grant exceptions from Articles 5 to 9 and make such exceptions subject to individual conditions on its own territory or, with the agreement of the States concerned, on the territory of another Member State, applicable to carriage by the following:

(a) vehicles owned or hired, without a driver, by public authorities to undertake carriage by road which do not compete with private transport undertakings;

(b) vehicles used or hired, without a driver, by agricultural, horticultural, forestry, farming or fishery undertakings for carrying goods as part of their own entrepreneurial activity within a radius of up to 100 km from the base of the undertaking;

(c) agricultural tractors and forestry tractors used for agricultural or forestry activities, within a radius of up to 100 km from the base of the undertaking which owns, hires or leases the vehicle;

(d) vehicles or combinations of vehicles with a maximum permissible mass not exceeding 7,5 tonnes used by universal service providers as defined in Article 2(13) of Directive 97/67/EC of the European Parliament and of the Council of 15 December 1997 on common rules for the development of the internal market of Community postal services and the improvement of quality of service⁵ to deliver items as part of the universal service.

These vehicles shall be used only within a 100 km radius from the base of the undertaking, and on condition that driving the vehicles does not constitute the driver's main activity;

(e) vehicles operating exclusively on islands or regions isolated from the rest of the national territory not exceeding 2 300 square kilometres in area which are not linked to the rest of the national territory by a bridge, ford or tunnel open for use by motor vehicle, and which do not border another Member State;

(f) vehicles used for the carriage of goods within a 100 km radius from the base of the undertaking and propelled by means of natural or liquefied gas or electricity, the maximum permissible mass of which, including the mass of a trailer or semi-trailer, does not exceed 7,5 tonnes;

⁵ OJ L 15, 21.1.1998, p. 14.

(g) vehicles used for driving instruction and examination with a view to obtaining a driving licence or a certificate of professional competence, provided that they are not being used for the commercial carriage of goods or passengers;

(h) vehicles used in connection with sewerage, flood protection, water, gas and electricity maintenance services, road maintenance and control, door-to-door household refuse collection and disposal, telegraph and telephone services, radio and television broadcasting, and the detection of radio or television transmitters or receivers;

(i) vehicles with between 10 and 17 seats used exclusively for the non-commercial carriage of passengers;

(j) specialised vehicles transporting circus and funfair equipment;

(k) specially fitted mobile project vehicles, the primary purpose of which is use as an educational facility when stationary;

(l) vehicles used for milk collection from farms and/or for the return to farms of milk containers or milk products intended for animal feed;

(m) specialised vehicles transporting money and/or valuables;

(n) vehicles used for carrying animal waste or carcasses which are not intended for human consumption;

(o) vehicles used exclusively on roads inside hub facilities such as ports, interports and railway terminals;

(p) vehicles used for the carriage of live animals from farms to local markets and vice versa or from markets to local slaughterhouses within a radius of up to 100 km;

(q) vehicles or combinations of vehicles carrying construction machinery for a construction undertaking, up to a radius of 100 km from the base of the undertaking, provided that driving the vehicles does not constitute the driver's main activity;

(r) vehicles used for the delivery of ready-mixed concrete.

2. Member States shall inform the Commission of the exceptions granted under paragraph 1 and the Commission shall inform the other Member States thereof.

3. Provided that the objectives set out in Article 1 are not prejudiced and adequate protection for drivers is provided, a Member State may, after approval by the Commission, grant on its own territory minor exemptions from this Regulation for vehicles used in predefined areas with a population density of less than five persons per square kilometre, in the following cases:

— regular domestic passenger services, where their schedule is confirmed by the authorities (in which case only exemptions relating to breaks may be permitted), and

— domestic road haulage operations for own account or for hire or reward, which have no impact on the single market and are needed to maintain certain sectors of industry in the territory concerned and where the exempting provisions of this Regulation impose a limiting radius of up to 100 km.

Carriage by road under this exemption may include a journey to an area with a population density of five persons or more per square kilometre only in order to end or start the journey. Any such measures shall be proportionate in nature and scope.

Article 14

1. Provided that the objectives set out in Article 1 are not prejudiced, Member States may, after authorisation by the Commission, grant exceptions from the application of Articles 6 to 9 to transport operations carried out in exceptional circumstances.

2. In urgent cases Member States may grant, under exceptional circumstances, a temporary exception for a period not exceeding 30 days, which shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information on a public website.

3. The Commission shall inform the other Member States of any exception granted pursuant to this Article.

Article 15

Member States shall ensure that drivers of vehicles referred to in point (a) of Article 3 are governed by national rules which provide adequate protection in terms of permitted driving times and mandatory breaks and rest periods. Member States shall inform the Commission about the relevant national rules applicable to such drivers.

CHAPTER V

CONTROL PROCEDURES AND SANCTIONS

Article 16

1. Where no recording equipment has been fitted to the vehicle in accordance with Regulation (EEC) No 3821/85, paragraphs 2 and 3 of this Article shall apply to:

- (a) regular national passenger services, and
- (b) regular international passenger services whose route terminals are located within a distance of 50 km as the crow flies from a border between two Member States and whose route length does not exceed 100 km.

2. A service timetable and a duty roster shall be drawn up by the transport undertaking and shall show, in respect of each driver, the name, place where he is based and the schedule laid down in advance for various periods of driving, other work, breaks and availability.

Each driver assigned to a service referred to in paragraph 1 shall carry an extract from the duty roster and a copy of the service timetable.

3. The duty roster shall:

- (a) include all the particulars specified in paragraph 2 for a minimum period covering the previous 28 days; these particulars must be updated on regular intervals, the duration of which may not exceed one month;
- (b) be signed by the head of the transport undertaking or by a person authorised to represent him;
- (c) be kept by the transport undertaking for one year after expiry of the period covered by it. The transport undertaking shall give an extract from the roster to the drivers concerned upon request; and
- (d) be produced and handed over at the request of an authorised inspecting officer.

Article 17

1. Member States, using the standard form set out in Decision 93/173/EEC⁽⁶⁾, shall communicate the necessary information to the Commission to enable it to draw up every two years a report on the application of this Regulation and Regulation (EEC) No 3821/85 and developments in the fields in question.

2. This information shall be communicated to the Commission not later than 30 September of the year following the end of the two-year period concerned.

3. The report shall state what use has been made of the exceptions provided for in Article 13.

4. The Commission shall forward the report to the European Parliament and to the Council within 13 months of the end of the two-year period concerned.

Article 18

Member States shall adopt such measures as may be necessary for the implementation of this Regulation.

Article 19

1. Member States shall lay down rules on penalties applicable to infringements of this Regulation and Regulation (EU) No 165/2014 and shall take all measures necessary to ensure that they are implemented. Those penalties shall be effective and proportionate to the gravity of the infringements, as indicated in Annex III to Directive 2006/22/EC of the European Parliament and of the Council⁽⁷⁾, as well as dissuasive and non-discriminatory. No infringement of this Regulation and of Regulation (EU) No 165/2014 shall be subject to more than one penalty or procedure. The Member States shall notify the Commission of those rules and measures, along with the method and criteria chosen at national level for assessing their proportionality. The Member States shall notify without delay any subsequent amendment affecting them. The Commission shall inform Member States of those rules and measures, and of any amendments thereto. The Commission shall ensure that this information is published on a dedicated public website in all official languages of the Union, containing detailed information on such penalties applicable in Member States.

2. A Member State shall enable the competent authorities to impose a penalty on an undertaking and/or a driver for an infringement of this Regulation detected on its territory and for which a penalty has not already

⁶ OJ L 72, 25.3.1993, p. 33.

⁷ Directive 2006/22/EC of the European Parliament and of the Council of 15 March 2006 on minimum conditions for the implementation of Regulations (EC) No 561/2006 and (EU) No 165/2014 and Directive 2002/15/EC as regards social legislation relating to road transport activities, and repealing Council Directive 88/599/EEC (OJ L 102, 11.4.2006, p. 35).

been imposed, even where that infringement has been committed on the territory of another Member State or of a third country.

By way of exception, where an infringement is detected:

- which was not committed on the territory of the Member State concerned, and
- which has been committed by an undertaking which is established in, or a driver whose place of employment is, in another Member State or a third country,

a Member State may, until 1 January 2009, instead of imposing a penalty, notify the facts of the infringement to the competent authority in the Member State or the third country where the undertaking is established or where the driver has his place of employment.

3. Whenever a Member State initiates proceedings or imposes a penalty for a particular infringement, it shall provide the driver with due evidence of this in writing.

4. Member States shall ensure that a system of proportionate penalties, which may include financial penalties, is in force for infringements of this Regulation or Regulation (EEC) No 3821/85 on the part of undertakings, or associated consignors, freight forwarders, tour operators, principal contractors, subcontractors and driver employment agencies.

Article 20

1. The driver shall keep any evidence provided by a Member State concerning penalties imposed or the initiation of proceedings until such time as the same infringement of this Regulation can no longer lead to a second proceeding or penalty pursuant to this Regulation.

2. The driver shall produce the evidence referred to in paragraph 1 upon request.

3. A driver who is employed or at the disposal of more than one transport undertaking shall provide sufficient information to each undertaking to enable it to comply with Chapter II.

Article 21

To address cases where a Member State considers that there has been an infringement of this Regulation which is of a kind that is clearly liable to endanger road safety, it shall empower the relevant competent authority to proceed with immobilisation of the vehicle concerned until such time as the cause of the infringement has been rectified. Member States may compel the driver to take a daily rest period. Member States shall, where appropriate also withdraw, suspend or restrict an undertaking's licence, if the undertaking is established in that Member State, or withdraw, suspend or restrict a driver's driving licence. The Commission, acting in accordance with the procedure in Article 24(2) shall develop guidelines with a view to promoting a harmonised application of this Article.

Article 22

1. Member States shall work in close cooperation with one another and provide each other with mutual assistance without undue delay in order to facilitate the consistent application of this Regulation and its effective enforcement, in accordance with the requirements set out in Article 8 of Directive 2006/22/EC.

2. The competent authorities of the Member States shall regularly exchange all available information concerning:

(a) infringements of the rules set out in Chapter II committed by nonresidents and any penalties imposed for such infringements;

(b) penalties imposed by a Member State on its residents for such infringements committed in other Member States;

(c) other specific information, including the risk rating of the undertaking, that is liable to have consequences for compliance with this Regulation.

3. The Member States shall regularly send relevant information concerning the national interpretation and application of this Regulation to the Commission, which will make this information available in electronic form to other Member States.

3a. For the purpose of the exchange of information within the framework of this Regulation, Member States shall use the bodies for intracommunity liaison designated pursuant to Article 7 of Directive 2006/22/EC.

3b. Mutual administrative cooperation and assistance shall be provided free of charge.

4. The Commission shall support dialogue between Member States concerning national interpretation and application of this Regulation through the Committee referred to in Article 24(1).

Article 23

The Community shall enter into any negotiations with third countries which may prove necessary for the purpose of implementing this Regulation.

Article 23a

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 8a shall be conferred on the Commission for a period of five years from 20 August 2020.

The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.

3. The delegation of power referred to in Article 8a may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making⁽⁸⁾.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 8a shall enter into force only if no objection has been expressed either by the European Parliament or the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 24

1. The Commission shall be assisted by the Committee set up under Article 18(1) of Regulation (EEC) No 3821/85.

2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 of the European Parliament and of the Council⁽⁹⁾ shall apply.

2a. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

3. The Committee shall adopt its rules of procedure.

Article 25

1. At the request of a Member State, or on its own initiative, the Commission shall:

(a) examine cases where differences in the application and enforcement of any of the provisions of this Regulation arise and particularly concerning driving times, breaks and rest periods;

(b) clarify the provisions of this Regulation, with a view to promoting a common approach.

2. In the cases referred to in point (b) of paragraph 1, the Commission shall adopt implementing acts setting out common approaches.

Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 24(2a).

CHAPTER VI

FINAL PROVISIONS

Article 26

Regulation (EEC) No 3821/85 is hereby amended as follows:

⁸ OJ L 123, 12.5.2016, p. 1.

⁹ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

1. Article 2 shall be replaced by the following: •

'Article 2

For the purpose of this Regulation the definitions set out in Article 4 of Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 (*) shall apply.

(*) OJ L 102, 11.4.2006, p. 1',

2. Article 3(1), (2) and (3) shall be replaced as follows:

'1. Recording equipment shall be installed and used in vehicles registered in a Member State which are used for the carriage of passengers or goods by road, except the vehicles referred to in Article 3 of Regulation (EC) No 561/2006. Vehicles referred to in Article 16(1) of Regulation (EC) No 561/2006 and vehicles, which were exempt from the scope of application of Regulation (EEC) No 3820/85, but which are no longer exempt under Regulation (EC) No 561/2006 shall have until 31 December 2007 to comply with this requirement.

2. Member States may exempt vehicles mentioned in Articles 13 (1) and (3) of Regulation (EC) No 561/2006 from application of this Regulation.

3. Member States may, after authorisation by the Commission, exempt from application of this Regulation vehicles used for the transport operations referred to in Article 14 of Regulation (EC) No 561/2006.';

3. Article 14(2) shall be replaced as follows:

'2. The undertaking shall keep record sheets and printouts, whenever printouts have been made to comply with Article 15(1), in chronological order and in a legible form for at least a year after their use and shall give copies to the drivers concerned who request them. The undertaking shall also give copies of downloaded data from the driver cards to the drivers concerned who request them and the printed papers of these copies. The record sheets, printouts and downloaded data shall be produced or handed over at the request of any authorised inspecting officer.';

4. Article 15 shall be amended as follows:

— in paragraph 1, the following subparagraph shall be added:

'Where a driver card is damaged, malfunctions, or is not in the possession of the driver, the driver shall:

(a) at the start of his journey, print out the details of the vehicle the driver is driving, and shall enter onto that printout:

(i) details that enable the driver to be identified (name, driver card or driver's licence number), including his signature;

(ii) the periods referred to in paragraph 3, second indent (b), (c) and (d);

(b) at the end of his journey, print out the information relating to periods of time recorded by the recording equipment, record any periods of other work, availability and rest undertaken since the printout that was made at the start of the journey, where not recorded by the tachograph, and mark on that document details that enable the driver to be identified (name, driver card or driver's licence number), including the driver's signature.';

— paragraph 2, second subparagraph shall be replaced by the following:

'When as a result of being away from the vehicle, a driver is unable to use the equipment fitted to the vehicle, the periods of time referred to in paragraph 3, second indent (b), (c) and (d) shall:

(a) if the vehicle is fitted with recording equipment in conformity with Annex I, be entered on the record sheet, either manually, by automatic recording or other means, legibly and without dirtying the sheet; or

(b) if the vehicle is fitted with recording equipment in conformity with Annex IB, be entered onto the driver card using the manual entry facility provided in the recording equipment.

Where there is more than one driver on board the vehicle fitted with recording equipment in conformity with Annex IB, each driver shall ensure that his driver card is inserted into the correct slot in the tachograph.';

— paragraph 3(b) and (c) shall be replaced by the following:

'(b) "other work" means any activity other than driving, as defined in Article 3(a) of Directive 2002/15/EC of the European Parliament and of the Council of 11 March 2002 on the organisation of the working time of persons performing mobile road transport activities (*), and also any work for the same or another employer within or outside of the transport sector, and must be recorded under this sign ;

(c) "availability" defined in Article 3(b) of Directive 2002/15/EC must be recorded under this sign .

(*) OJ L 80, 23.3.2002, p. 35.';

— paragraph 4 shall be deleted,

— paragraph 7 shall be replaced by the following:

‘7. (a) Where the driver drives a vehicle fitted with recording equipment in conformity with Annex I, the driver must be able to produce, whenever an inspecting officer so requests:

- (i) the record sheets for the current week and those used by the driver in the previous 15 days;
- (ii) the driver card if he holds one, and
- (iii) any manual record and printout made during the current week and the previous 15 days as required under this Regulation and Regulation (EC) No 561/2006.

However, after 1 January 2008, the time periods referred to under (i) and (iii) shall cover the current day and the previous 28 days.

(b) Where the driver drives a vehicle fitted with recording equipment in conformity with Annex IB, the driver must be able to produce, whenever an inspecting officer so requests:

- (i) the driver card of which he is holder;
- (ii) any manual record and printout made during the current week and the previous 15 days as required under this Regulation and Regulation (EC) No 561/2006, and
- (iii) the record sheets corresponding to the same period as the one referred to in the previous subparagraph during which he drove a vehicle fitted with recording equipment in conformity with Annex I.

However, after 1 January 2008, the time periods referred to under (ii) shall cover the current day and the previous 28 days.

(c) An authorised inspecting officer may check compliance with Regulation (EC) No 561/2006 by analysis of the record sheets, of the displayed or printed data which have been recorded by the recording equipment or by the driver card or, failing this, by analysis of any other supporting document that justifies noncompliance with a provision, such as those laid down in Article 16(2) and (3).’

Article 27

Regulation (EC) No 2135/98 is hereby amended as follows:

1. Article 2(1)(a) shall be replaced by the following:

‘1. (a) From the 20th day following the day of publication of Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 (*) vehicles put into service for the first time shall be fitted with recording equipment in accordance with the requirements of Annex IB to Regulation (EEC) No 3821/85.

(*) OJ L 102, 11.4.2006, p. 1’;

2. Article 2(2) shall be replaced by the following:

‘2. Member States shall take the necessary measures to ensure that they are able to issue driver cards at the latest on the 20th day following the day of publication of Regulation (EC) No 561/2006.’

Article 28

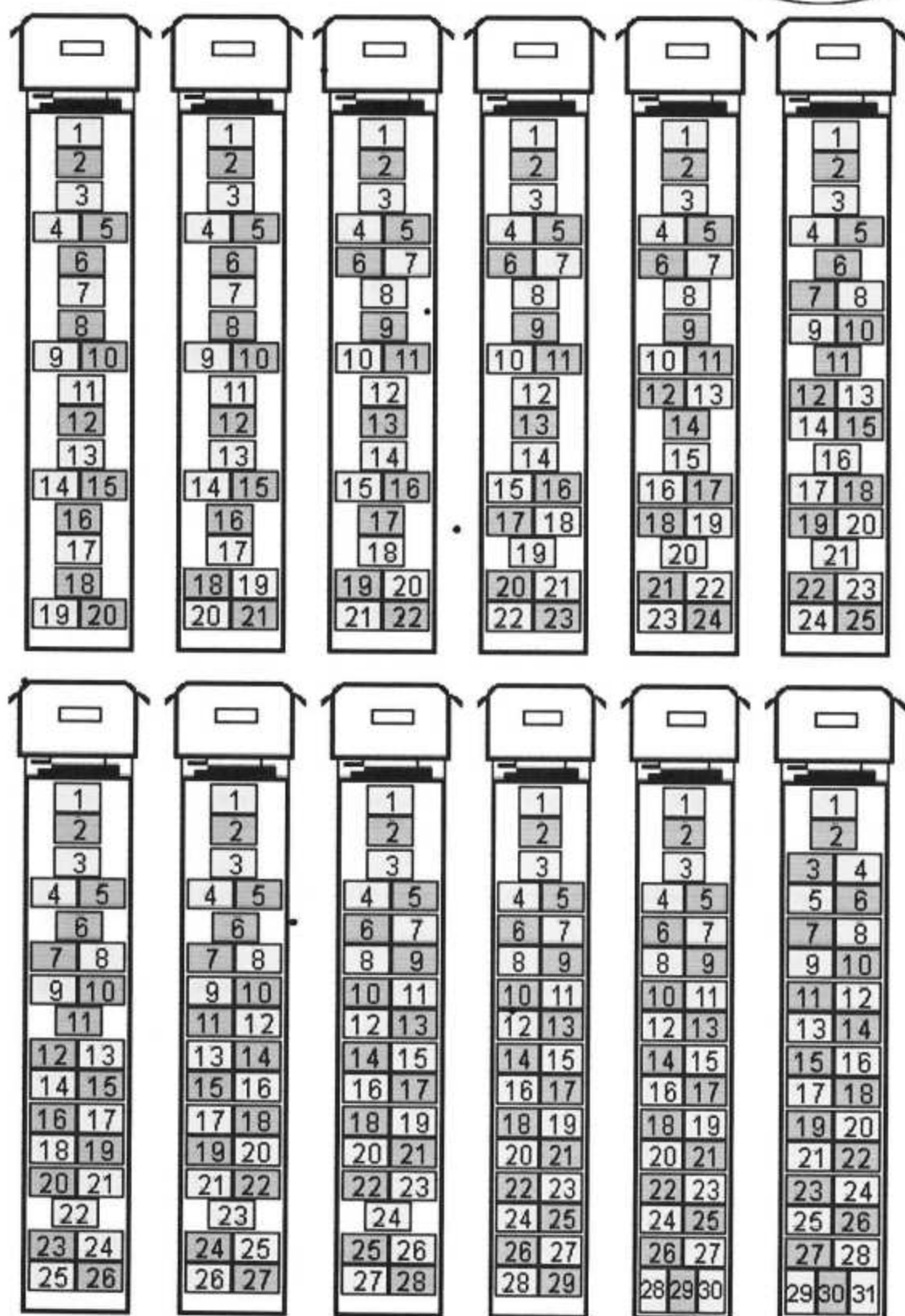
Regulation (EEC) No 3820/85 is hereby repealed and replaced by this Regulation.

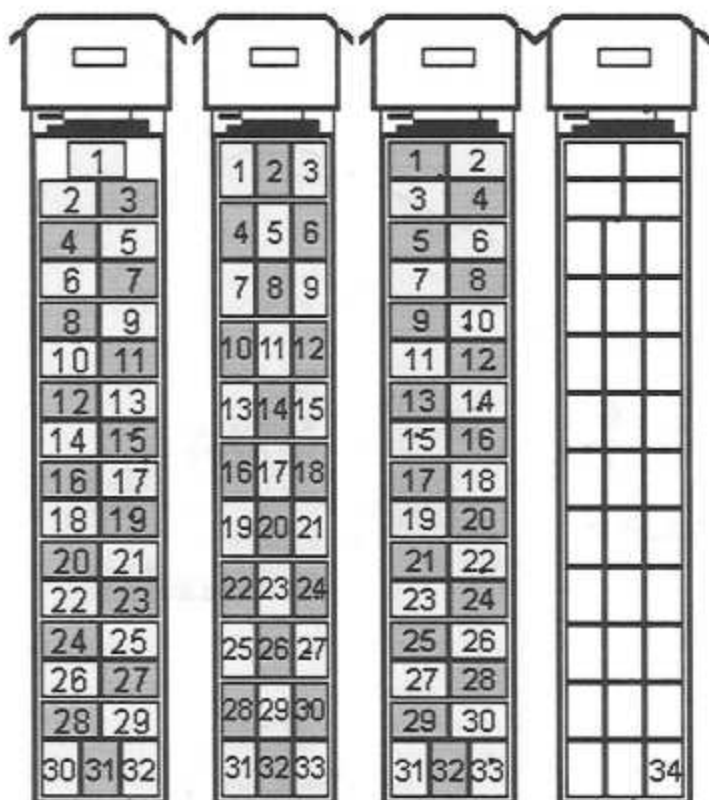
Notwithstanding, paragraphs 1, 2 and 4 of Article 5 of Regulation (EEC) No 3820/85 shall continue to apply until the dates set out in Article 15(1) of Directive 2003/59/EC.

Article 29

This Regulation shall enter into force on 11 April 2007, with the exception of Articles 10(5), 26(3) and (4) and 27, which shall enter into force on 1 May 2006.

This Regulation shall be binding in its entirety and directly applicable in all Member States.





Up to 33 pallets (80 x 120 cm) can be loaded on a standard-sized semi-trailer. In exceptional cases, up to 34 pallets can be loaded, but all pallets must not exceed 80 x 120 cm. Such loading is rarely used due to strict requirements not to exceed dimensions and weights.

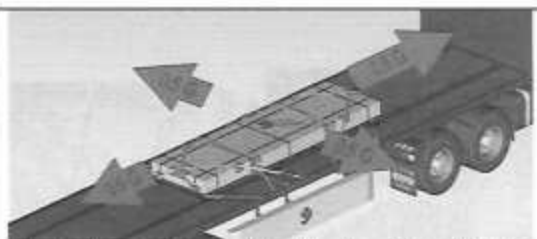
When loading packages or products onto a vehicle, the driver must request from the forklift the kinematic load securing diagram, taking into account the axle load.

The number of lashing belts depends on the weight of the load.

POSITIONING AND SECURING THE WEIGHTS



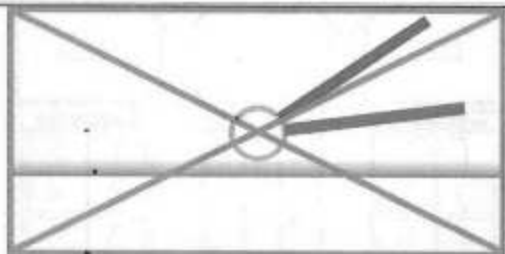
A correctly loaded load must not exceed the permissible total weight, axle load, vehicle measurements, allow the vehicle to avoid bending or tilting.



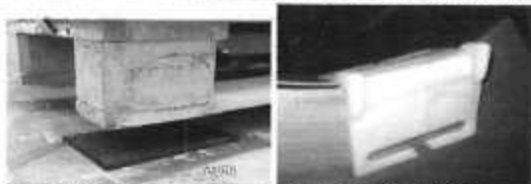
The load securing must be able to withstand 50% of the mass force on a turn during acceleration and 80-100% of the mass force during braking. Fastening should be additionally checked after unloading part of the load, after sudden braking and other extreme driving situations arising.



Each attachment point must be able to support at least 2 tonnes. Minimum number of lashing points: 8 pairs (fewer lashing points may be sufficient for securing loads). A maximum of 2 straps may be attached to one attachment point. If 2 straps are used, there must be an angle of at least 90° between them.



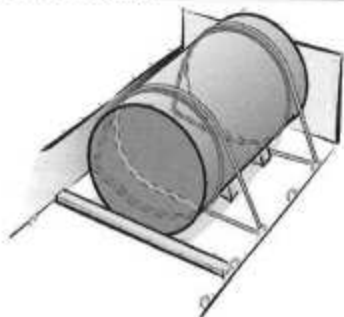
Incorrect positioning of the belts. The attachment straps must be crack-free, unbound, unworn and have a technical data sheet.



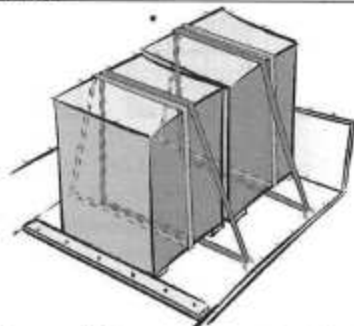
Supporting measures - non-slip mats should be placed under the pallet support structures. Protective corners should be used in case the strap may be cut by the sharp edge of the load and to protect the package from stretching.



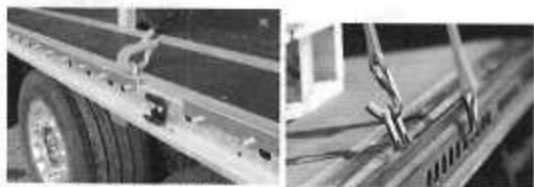
The load securing bars can be used in enclosed housings and containers. Use for attachment and roof arches as well.



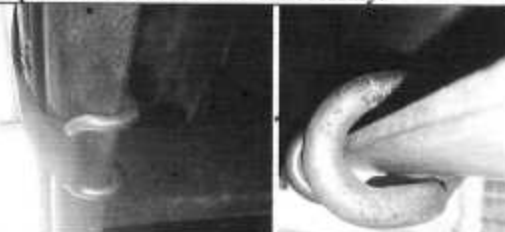
The cylindrical load is secured with tensioned straps using the wheel chocks.



Rectangular weights are secured with tensioned straps. Anti-skid shoes are unnecessary.



Fastening with inlaid hinges and side grilles.



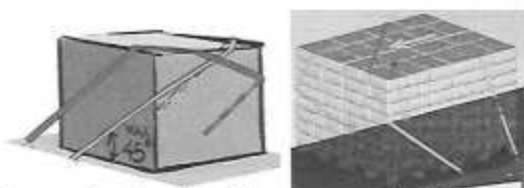
Fastening with hooks to the side strip.



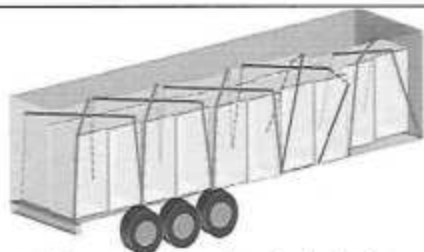
Fastening weights are rectangular in shape.



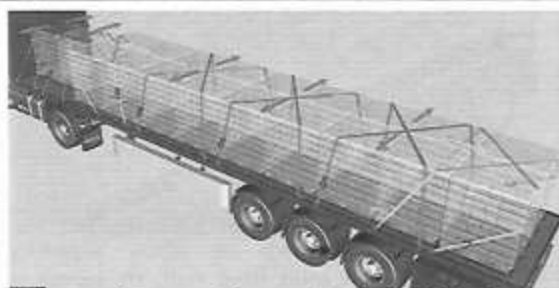
Attachment of an individual pallet with pallets.



Rectangular shaped weights are secured with a spring clip.



Pallet attachment, blue - spring-loaded belt attachment.



Pallet attachment, yellow - spring-loaded belt attachment.



IBC (big bags) fastening. A spring clip is used at the ends and in the middle.



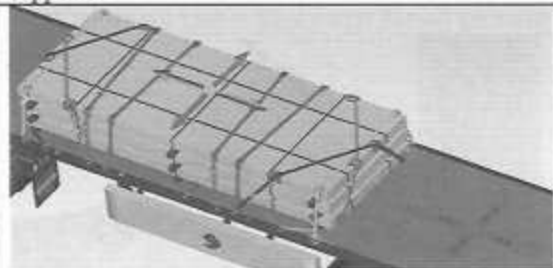
Fastening of the soft IBCs (big bags). They are grouped by 4, but the grouping depends on their weight.



Submerged soft IBCs (big bags) should be tapered by the lashing straps in the centre, attaching to the upper supports.



Closed large bags can be secured in this way.



Fastening of blocks and sheets. Longitudinal forces at the ends are compensated by spring fixing.



Moving the centre of mass with the pallets.



Securing the load with inflatable devices.



Attachment of weights is shaped like a pipe.



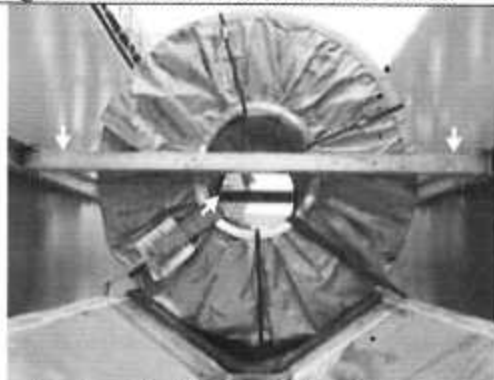
Fastening of short rods or pipes using a pallet.



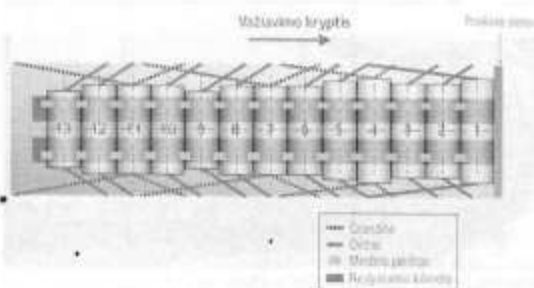
Longitudinal attachment of short rods or tubes.



Fastening of short rods or pipes, supported longitudinally on a solid front wall, by means of shoes.



Securing the roll with a special floor formation.



To secure roll weights, grouping is used and support rolls are selected that will be attached by chains or stronger straps.



The mounting of the roller is transverse. The green and red attachment straps are held in place by the yellow straps.



Transverse fastening of the blinds.



Cross roller attachment with additional second and rear roller attachment.



Stops can be used to secure the rolls.



Cross-mounting of the roller with additional supports.



Securing the heavy rollers with chains.



Vertical attachment of the heavy rollers, the brown belt restricts the yellow and blue belts from sliding down.



Vertical roller mounting, brown belt restricts the yellow and green belts from sliding down.



Attachment of drums and lightweight rollers.



Fastening drums and lightweight bales with packs.



The safety net can be secured to the floor with additional straps.



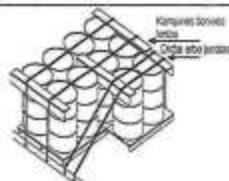
Additional protection against tipping over can be provided by fixing the baffles.



The stability of the load is increased by grouping straps together.



Fall protection can be tied into a single unit or secured with adjustable supports.



Fastening of the reels and rolls.



Fastening of the drums with a special device.



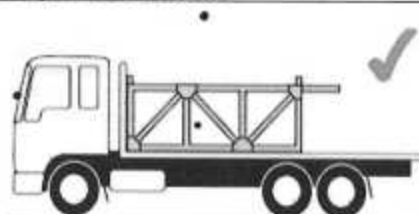
When using vehicle equipment, check that it is securely fastened and use additional means if necessary.



When attaching the load, be sure to check that the attachment is sufficient. In this case, the attachment at the top is not sufficient.



Dangerous loading when the sharp end of the load is directed towards the body of the vehicle (increased danger during an accident).



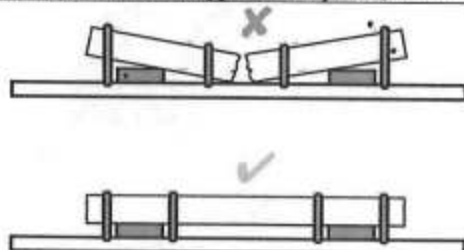
Correct loading when the sharp end points away from the vehicle cab.



Incorrectly distributed supports can spoil the load.



Correct distribution of supports.



It is secured at the correct distance from the supports so as not to spoil the load.



Large panels as well as sheets can be attached to an "A" shaped frame.



The sides can be secured with a diagonal spring clip into the floor hinges.



By securing the load with baffles you can also stabilise the sideboards from bending outwards.



Loads can be secured with mesh or cover.



Lightweight rolls can be secured in this way.



It is not necessary to attach the load if it is heavy and its movement in all horizontal directions is restricted by boards or supports.



It is not necessary to attach the load if it occupies the entire load compartment of the vehicle when the vehicle or container has solid side walls.



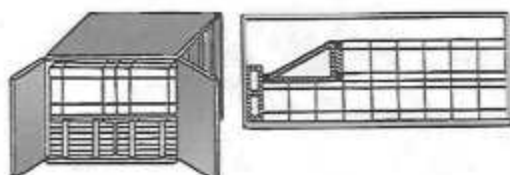
It is not necessary to attach the load if it is loaded in an enclosed or roofed vehicle and is light enough so that it does not change the vehicle's centre of mass in the event of spreading.



It is not necessary to attach the load if it is transported in bulk and cannot crumble when travelling over bumps in the road.



The load must be attached both to the front and rear so that opening the door will not endanger the driver.



The load must be attached both to the front and rear so that opening the door will not endanger the driver.

The fixing errors



Incorrect loading - centre of gravity too high, vehicles are unstable due to the spring chassis.



The centre of mass of the load is too high and does not remain stable when manoeuvring.



The lashing belts are insufficiently tensioned.



Overloaded rear.



Unsuitable vehicle or missing packaging.



The load is not secured at the front.



Mounting wedges are missing or insufficiently secured.



The load is not secured at the rear.



The vehicle is overloaded or does not meet the technical requirements.



The load is not secured.

UNLOADING CARGO

Basic rules:

- Clothing must be appropriate to the working environment and the appearance must be tidy;
- Make sure that the vehicle is in the right place and that the consignment has arrived at the actual unloading place (the appropriate geographical location, place, town, village, street, building number, hangar, warehouse, house, building, etc.).
- the name of the firm, enterprise, organisation, institution of the consignee (corresponds to the name given in the assignment);
- find the appropriate officer, the person in charge of the firm, enterprise, institution or organisation;
- supervise the unloading process personally, inform the manager discreetly if there are any problems, if necessary, record the events with informative photos;
- when unloading partial loads, pay special attention to the conformity of the unloaded load (in terms of documents, number of pieces, labelling, packaging, space occupied in the load compartment, according to the diagram).

Ensure that the documents match the load remaining in the vehicle.

When you receive the delivery documents, carefully examine them for any new entries, marks, corrections, stamps, seals, etc).

If you notice anything of the kind, find out for yourself if possible, but in any case, inform your manager about the situation and send pictures of the violation and a photocopy of the CMR consignment note with a note and a stamp to the CMR department as soon as possible.

The fact that the consignment has been delivered shall be noted in box 24 of the CMR consignment note. Without such a note from the consignee, the voyage shall not be regarded as completed.

If the consignee's stamp is not affixed at the unloading place, the consignee himself must write in block letters the name and surname of the person responsible for the consignment, the date and time of unloading and sign it. If possible, the number of a proof of identity (e.g. identity card, passport, work certificate) should be given.



Before loading or unloading the load, the driver must wear the required safety equipment (helmet, warning waistcoat, boots) and place the wheel supports under the wheels of the vehicle. The load must be loaded and unloaded safely, i.e. in such a way that no persons are injured or killed and the condition of the load is not impaired.



The unhitched semitrailer must be stabilised so that it does not tilt when the loader enters it, and the wheel supports must also be put in place so that it does not drive off the ramp. If the semitrailer is not hitched, the driver must apply the parking brake. Close the cab and put the wheel supports in place.

ROAD TRAFFIC RULES

I. GENERAL PROVISIONS

1. The Road Traffic Rules establish the procedure for road traffic on the entire territory of the Republic of Lithuania.

2. The instructions, rules and other legislation implementing the Law of the Republic of Lithuania on Road Traffic Safety and governing road traffic may not contravene the Road Traffic Rules (hereinafter – these Rules).

II. DEFINITIONS FOR THE PURPOSES OF THESE RULES

3. Definitions for the purposes of these Rules:

3.1. **Service vehicles** shall mean vehicles that belong to companies, institutions, or organisations present in a zone marked with restrictive signs, to persons residing or working in that zone, or vehicles delivering goods to that zone or coming to collect them as well as taxis bringing passengers to that zone or picking them up or passenger cars providing transport service of carrying passengers for hire and reward.

3.2. **Give way** means that the driver must not continue or resume his advance or manoeuvre if by so doing he might compel the drivers of other vehicles to change the direction or speed of their vehicles abruptly.

3.2¹. **Cycle street** means a road whose beginning is marked with a road sign 'Cycle Street' and whose end is marked with a road sign 'End of Cycle Street'.

3.3. **Road Accident Report Form** shall mean a form filled in and signed at the accident scene by vehicle keepers involved in the road accident recording the fact of the road accident, describing the circumstances, and drawing a sketch.

3.4. Ceased to be valid from 2018-10-09

3.5. **Level-crossing** means an intersection of a railway and a road on the same level.

3.6. **Residential area** means a road or a territory which is signposted as Beginning of Residential Area at its entry and End of Residential Area at its exit.

3.7. **Road** means the surface of the strip of ground or a superstructure intended and used for road traffic across its width, including carriageway, intersections, pavements, roadsides, pedestrian and cycle paths, and dividing strips.

3.8. **Shoulder** means a road area next to the carriageway (from the verge of the carriageway to the edge of the roadbed) paved by the same or different paving as the carriageway and/or separated from the carriageway by the edge line, however not regarded either as a pavement or a pedestrian or bicycle track.

3.9. **Overtaking** means passing one or several vehicles on the road by using the lane of oncoming traffic.

3.9¹. **Accompanying person** shall mean a person not younger than 18 years old accompanying a road user or a group of road users.

• 3.10. **School bus** means a yellow bus with distinguishing Children on Board marks designated for carrying children (students of educational institutions). Buses of other colours shall also be categorised as school buses if they carry children to or from an educational institution under contracts signed with carriers and are marked with distinguishing Children on Board marks.

3.11. **Wheelchair** shall mean a chair with wheels for the disabled which is automated or hand controlled.

3.12. **Organised group of cyclists** shall mean a group of cyclists participating in a pre-planned event (marathon, competition, outing, training, etc.) and travelling according to a planned route that is escorted by a motor vehicle or motor vehicles with orange flashing lights on or police vehicles with blue and red or just blue flashing lights on.

3.13. **Organised group of pedestrians** shall mean a group of pedestrians moving on a road according to a planned route with accompanying persons.

3.14. **Main road** is: a road signposted as 'Priority Road', 'Intersection with a Side Road', 'Side Road from the Right', 'Side Road from the Left', 'Motorway', 'Motor Vehicle Road' in relation to the intersected

road or connected road; a road in relation to another road signposted as 'Give Way', 'STOP', 'End of Residential Area'; a road with paving (concrete, asphalt, and cobble) in relation to an improved unpaved road (macadam and gravel), or a dirt road (of a forest, field, or similar road), and an improved unpaved road in relation to a dirt road. A road with paving or an improved unpaved road section of the side road before an intersection does not make it equivalent to the intersected or connected road. There is no priority road in controlled intersections.

3.15. **Changing lanes** means changing the traffic lane without getting into the lane of traffic travelling in the opposite direction.

3.16. **Car park for vehicles** (hereinafter referred to as "car park") shall mean an area designated and adapted for vehicle parking.

3.17. **Crossroads** shall mean an area limited by imaginary lines extending from the outer edges of the intersecting carriageways.

3.18. Other terms used in these Rules are defined in the Law on Road Traffic Safety of the Republic of Lithuania and the Law on Energy from Renewable Sources of the Republic of Lithuania.

III. GENERAL OBLIGATIONS OF ROAD USERS

4. Road users shall follow the principle of mutual respect and safety.

5. Road users must be familiar with the Law on Road Traffic Safety of the Republic of Lithuania, know these Rules and abide by them.

6. Each road user has a right to use roads in compliance with the Law on Road Traffic Safety of the Republic of Lithuania and other laws and the requirements, procedures and limitations laid down in these Rules and other legislative acts.

7. Road users must comply with the legal requirements of vehicle inspecting officers (hereinafter referred to as "inspecting officer") and traffic officers, officers authorised by the institutions responsible for the maintenance of roads which are laid down in the legal acts of the Republic of Lithuania; observe the instructions of the aforementioned officers; and in the event of being stopped by inspecting officers, observe the rules of conduct laid down in these Rules.

8. Road traffic in the Republic of Lithuania may be restricted only by road signs specified in Annex 1 to the Rules, variable message signs regarded as road signs, examples of which are given in Annex 2 to the Rules, road markings specified in Annex 3 to the Rules as well as traffic lights and the signals given by traffic officers as provided for in the Rules and other legal acts of the Republic of Lithuania related to traffic control. If the requirements of a road sign and road marking differ, the road sign must be observed. When variable message signs are used on the road, variable message signs must be observed. Signals given by traffic officers take precedence over traffic lights, road signs, road markings, and the requirements of the Rules. Road users shall observe the road signs that apply to them.

9. Road users must take all safety measures and not give rise to any risk to the safety of other road users, other persons or their property and the environment. Road users must also make every effort to avoid or reduce detrimental effects, except for the cases where their own life or health or life or health of other persons would be at risk or such avoidance efforts would cause greater damage compared to the damage that could have been avoided.

10. Road users must not arbitrarily move, cover, remove or install technical measures that establish traffic procedures, block the road, leave objects on the road or otherwise interfere with the traffic, destroy the road, traffic direction and control measures, emergency lines and plant areas, block the road leading to a fire hydrant or other emergency systems installed in the building or otherwise hinder access to them, throw anything out of the vehicle, litter, discharge oil in undesignated places or otherwise pollute the environment.

11. Road users having caused or noticed an obstruction or danger on the road must remove that obstruction or eliminate that danger, and if they are unable to do so, they must notify the police or the owner of the road in accordance with the road division established in Article 4 of the Law on Roads of the Republic of Lithuania, mark the obstruction or dangerous place, and make every effort to warn other road users about the obstruction or danger.

12. Road users must immediately give way to approaching special vehicles with blue and red (or just blue) flashing lights and special sound signals on as well as to vehicles escorted by them. Road users shall give way to approaching special vehicles with blue and red (or just blue) flashing lights and special sound signals on and vehicles escorted by them and shall form the emergency corridor as follows:

12.1. on a road with one lane running in one direction, drivers shall stop on the right-hand side hard shoulder if available; if it is not, near the right-hand edge of the carriageway;



12.2. on a road with two or more lanes running in one direction, vehicles moving in the same direction in the far-left lane shall drive as close to the left (the appropriate edge of the carriageway designated for driving in that direction) as possible and stop, and vehicles moving in the same direction in other lanes that are more to the right from the far-left lane shall drive as close to the right (towards the right-hand edge of the carriageway or hard shoulder) as possible and stop;

12.3. on a road with a central reservation, only drivers of vehicles moving in the same direction shall comply with the requirements specified in Subparagraphs 12.1 and 12.2 of the Rules.

13. Road users must not interfere with the actions of drivers of vehicles with flashing amber lights.

IV. DUTIES AND REQUIREMENTS APPLICABLE TO VEHICLE DRIVERS

14. Persons who do not hold the right to drive a vehicle, who are under the influence of alcohol or psychoactive substances or who have not taken the daily rest as prescribed by law must not drive a vehicle. Also, a person who is tired or ill must not drive if driving may endanger traffic safety. A vehicle must not be entrusted to a person who is under the influence of one of the said factors or who is not authorized to drive a vehicle of that type. When operating a vehicle, the driver must abide by the requirements listed in the driving licence.

15. Driving vehicles that are not in good condition and do not comply with technical requirements for vehicles (hereinafter called technical requirements) shall be prohibited. Before starting to drive, a driver of a motor vehicle, tractor, or self-propelled vehicle must make sure that the vehicle is in good condition, that it carries a warning triangle, fire extinguisher, first aid kit, and any other items specified mandatory for other types of vehicles as well as must observe the technical condition of the vehicle during the journey. If the vehicle breaks down while driving and, therefore, does not meet the technical requirements and it is impossible to repair it, the driver may proceed to the nearest parking area or vehicle repair shop taking all the necessary precautions, except for the cases laid down in paragraph 234 of these Rules.

16. The driver of a vehicle stopped by an inspecting officer must stop the vehicle. The driver of a motor vehicle, tractor or self-propelled machine must carry and, at the request of the inspecting officer, produce a valid driver's licence or a document certifying the right to drive tractors and/or self-propelled machines, the vehicle's registration documents, and the documents relating to the compulsory roadworthiness test of the vehicle (hereafter referred to as the compulsory roadworthiness test), classes M₂, M₃, N₂, N₃, O₃, O₄ of vehicles and T_{1b}, T_{2b}, T_{3b}, T_{4.1b}, T_{4.2b}, T_{4.3b}, T₅ categories of wheeled tractors, the report of the last technical inspection, the certificate of compulsory civil liability insurance (hereinafter - compulsory insurance) and other documents prescribed by the laws of the Republic of Lithuania and the Rules (except for the cases referred to in the Law of the Republic of Lithuania on Safe Road Traffic of the Republic of Lithuania, when the driver of a motor vehicle, its combination with a trailer is not obliged to carry the relevant documents), and to allow them to check the reading of the devices established for determining the driving time and the rest period. The driver must hand over the documents to the checking officer without leaving the vehicle. The driver shall only be allowed to alight from the vehicle with the permission of the inspecting officer.

17. At the request of the police officer, the driver must allow to be checked for drunk driving or driving while intoxicated with psychoactive substances in the manner prescribed by the Government.

18. Drivers must take all necessary measures to ensure their safety and the safety of their passengers and load during the journey. Drivers must not drive/proceed if there are any violations of the requirements for the carriage of passengers/load or if there occurred any while driving, which would endanger people and the environment, until these violations are handled.

19. A moped, motorcycle, tricycle as well as a light quadricycle, quadricycle, powerful quadricycle, and heavy quadricycle (hereinafter referred to as "all types of quadricycles") must be driven using both hands (with the exception of cases when an arm signal is used).

20. Drivers of motor vehicles, tractors and self-propelled vehicles must not use mobile telephones if they are held by hand unless the engine of a standing vehicle is switched off. Drivers of motor vehicles, tractors and self-propelled vehicles must avoid any actions not related with the driving of the vehicle.

21. The driver of a motor vehicle, tractor or self-propelled vehicle must be able to give first aid to persons injured in a road accident.

22. After having stopped on an unlit road or when visibility is poor during the hours of darkness, except for places designated for parking, and having got out of/got off their vehicle, drivers of a motor vehicle, tractor, or self-propelled vehicle shall wear a high visibility vest.

23. Drivers must not drive a vehicle in illegally organised vehicle races.

24. Vehicle drivers must take extra precautions if there are children or the disabled on the road.

25. Vehicle drivers participating in public traffic must make sure that work or other equipment would not cover exterior lights, light reflectors, number plates, vehicle markings, and signals given by the driver. Vehicle drivers participating in public traffic must also make sure that additional lights for lighting up the workplace adjacent to the vehicle would be off.

26. Drivers of other vehicles must not enter the gap between a learner driver, who is learning to drive a moped, motorcycle, tricycle, and any type of quadricycle (except for the heavy one), and a driving instructor accompanying the learner driver in a vehicle. Within the learning to drive process, the learner driver must wear a high visibility vest marked with the distinguishing sign 'M' in the front and in the back. The driving instructor, who accompanies the learner driver on a motorcycle, must also wear a vest of the same type only carrying the words 'DRIVING INSTRUCTOR'. If the driving instructor accompanies the learner driver in a car, the car must have distinguishing marking specified in Annex 4 of these Rules.

V. OBLIGATIONS OF DRIVERS TOWARD PEDESTRIANS

27. When entering a road from its adjacent areas and exiting a road to its adjacent areas, a driver must give way to a pedestrian crossing the road into which the vehicle is turning. When turning left or right at an intersection, a driver must give way to pedestrians stepping into any lane, moving on any lane or standing just before a lane (the edge of the carriageway) in the direction of vehicle's movement and waiting for the opportunity to step into the lane. When a vehicle turns into a road with one lane in each direction, a driver must give way to a pedestrian stepping into any of the lanes, moving on any lane or standing just before a lane (the edge of the carriageway) and waiting for the opportunity to step into the lane. A driver of a reversing vehicle must always give way to a pedestrian.

28. At a controlled intersection or pedestrian crossing, when the signals of traffic lights or traffic officers permit proceeding, the driver shall give way to pedestrians who started crossing the carriageway when the signal allowing to proceed was on but did not manage to finish crossing it.

29. If the signals of traffic lights or traffic officers prohibit traversing a pedestrian crossing, a driver shall stop before the road sign 'STOP' and/or a 'Stop' line or before the traffic lights if available; if they are not, the driver shall stop before a pedestrian crossing. Drivers shall be authorised to proceed if they need to brake suddenly to stop at the required places after an amber (or a white horizontal bar) traffic light signal appears or a traffic officer raises their arm upwards.

30. When approaching an uncontrolled pedestrian crossing, a driver must slow down or stop at the sign 'Pedestrian Crossing' to give way to pedestrians stepping into any lane, moving on any lane or standing just before a lane (the edge of the carriageway) in the direction of vehicle's movement or any lane of a carriageway with one lane in each direction and waiting for the opportunity to step into the lane. Vehicle drivers must take extra precautions during the hours of darkness, when visibility is poor or in cases when a pedestrian crossing is not clearly visible from the driver's position and must make sure that there are no pedestrians who should be given way on a pedestrian crossing.

31. If a vehicle has stopped before a pedestrian crossing, the driver of another vehicle travelling in the same direction must stop and may resume driving only after making sure that there is no pedestrian on the pedestrian crossing to whom the vehicle could cause an obstruction or hazard. If a vehicle has slowed down before a pedestrian crossing, drivers moving in the same direction must slow down or stop and resume movement only after making sure that there is no pedestrian on the pedestrian crossing to whom the vehicle could cause an obstruction or hazard.

32. A driver must not enter a pedestrian crossing until pedestrians who should be given way have left the lane occupied by the driver as well as if there is an obstruction (a jam, etc.) ahead that would make the driver stop the vehicle.

33. Ceased to be valid

34. When a vehicle approaches a standing vehicle with the distinguishing mark Children on Board and with the hazard warning lights on or a standing school bus with flashing orange hazard warning lights, the driver must reduce the speed and, where necessary, stop in order to allow the children and the accompanying person to pass.

35. The driver must give way at any place (even not at the pedestrian crossing) to a blind pedestrian who signals with a white cane or a person with disabilities crossing the road in a wheelchair.

VI. OBLIGATIONS OF PEDESTRIANS

36. Pedestrians shall move along pavements, footpaths, or footpaths and cycle tracks (on the side for

pedestrians) if available, and if they are not, along the hard shoulder. If there is no pavement, footpath, footpath and cycle track, or hard shoulder, or if moving along them is not possible, pedestrians may move in one file along the edge of the carriageway.

37. Pedestrians moving on the hard shoulder or the edge of the carriageway or roller/inline skating, skateboarding, or riding a scooter without a motor along the hard shoulder shall move against the flow of traffic.

38. Persons who move in a wheelchair, guide a motorcycle, a moped, a bicycle, or pull (push) a sledge or a handcar along the shoulder or edge of the carriageway must move in a single file and only in the direction of travelling vehicles.

39. Large groups of people walking together must be organized in not more than 4 files and keep to the left walking close to the edge of the carriageway in the direction of travelling vehicles. Look-outs carrying bright-coloured flags and wearing bright-coloured vests with reflecting stripes should be positioned at the front and back of the group. During the hours of darkness or when visibility is poor, organized walks along the carriageway shall not be allowed.

40. An organised group of children consisting of children under the age of 16 accompanied by at least two accompanying persons may move only along pavements, footpaths, or footpaths and cycle tracks (on the side for pedestrians) if available, and if they are not, along the hard shoulder but only in daylight hours when visibility is good in not more than two files against the flow of traffic (when it is safe). Accompanying persons shall be at the front and back of the column and wear high visibility vests. It is recommended that all organised group children walking along the hard shoulder wear a high visibility vest.

41. Pedestrians moving along an unlit hard shoulder or along the edge of the carriageway or standing there during the hours of darkness or when visibility is poor shall carry a torch visible to other road users, wear a high visibility vest, or wear a safety reflector visible to other road users. A pulled/pushed handcart wider than 1 m shall have reflectors affixed to it on the left side: a white one to the front and a red one to the rear.

42. Pedestrians must cross a carriageway only at pedestrian crossings (including subways and footbridges), and if there are no pedestrian crossings, they must cross a carriageway at intersections along the line of pavements or hard shoulders. Pedestrians shall not cross the boundaries of a pedestrian crossing. When there is no pedestrian crossing or intersection in the visibility zone, it is allowed to cross a road at a right angle to both sides in well-visible areas but only after making sure that it is safe to proceed. It is recommended that during the hours of darkness or when visibility is poor, pedestrians, when crossing the carriageway, carry a torch visible to other road users, wear a high visibility vest, or wear a safety reflector visible to other road users.

43. In places where traffic is controlled, pedestrians shall be guided by the lights with a special pedestrian symbol or to vehicle traffic control light signals where a system of traffic control signals does not include special pedestrian-control signals.

44. Pedestrians are allowed to enter a carriageway only after assessing the distance to the approaching vehicles and their speed as well as making sure that it is safe. Before stepping into the carriageway and moving on it, pedestrians must avoid any actions (using mobile devices, etc.) that would distract them from observing the environment and the traffic situation on the road and would prevent them from making sure that it is safe to proceed.

45. Pedestrians should not linger or stand around on a carriageway. Pedestrians who do not finish crossing the carriageway must stand on a central island or on a road marking line or imaginary line separating traffic flows of opposite directions. Pedestrians can finish crossing the carriageway only after making sure that it is safe to proceed.

46. When the amber light appears or the traffic officer raises his arm, pedestrians, depending on which part of the carriageway they are on, must either finish crossing the carriageway or stop on the island.

47. If a special vehicle with flashing blue and/or red (or only blue) lights and special sound signals approaches, pedestrians must not start crossing the carriageway; those who have stepped onto the carriageway must immediately get off the carriageway.

48. Pedestrians must not:

48.1. cross the carriageway in places where traffic or pedestrian safety barriers are installed or where there are dividing strips in built-up areas (except for pedestrian crossings and intersections);

48.2. go along the motorway or highway;

48.3. go along the dividing strip or next to it along the edge of the carriageway;

48.4. step into the carriageway in front of a parked vehicle or another obstacle if they prevent good vision of the location, without making sure that there are no approaching vehicles;

- 48.5. walk along bicycle tracks;
- 48.6. leave the road accident scene if pedestrians were involved;
- 48.7. roller/inline skate, skateboard, or ride a scooter without a motor on the carriageway, except in a residential area.

VII. OBLIGATIONS OF PASSENGERS

- 49. Passengers must wait for regular public transportation vehicles (hereinafter – public service vehicles) only in bus stops, or if no bus stops are available – on the pavement or on the shoulder next to the bus-stop sign.
- 50. Passengers may get into/out of the vehicle only when the vehicle is at a full stop.
- 51. If an inspecting officer stops the vehicle, passengers may get out of the vehicle only when authorized by the officer.
- 52. Passengers may get into/out of the vehicle from the side of the carriageway only in such cases when getting in/out of from the side of the pavement or shoulder is impossible and if it is safe and does not cause obstruction to other road users.
- 53. Passengers must not distract drivers and interfere with their driving.
- 54. Ceased to be valid

VIII. RULES FOR CYCLISTS

- 55. Persons over the age of 14 shall be permitted to ride bicycles on a carriageway; and if they have completed the course of instruction established by the Ministry of Education and Science of the Republic of Lithuania and hold a certificate issued by the school, the minimum age limit is 12 years. Persons over the age of 8 are permitted to ride bicycles on a carriageway under adult supervision. There is no age limit established for cyclists within a residential area.
- 56. Only bicycles with operable brakes and a sound signal device may be driven on the road. A bicycle must have a red reflex reflector in the back and orange reflex reflectors or other reflective elements fixed to the spokes on both sides of the wheels. During hours of darkness or when visibility is poor, a bicycle driven on the road must have white front and red rear lights lit. The cyclist must wear a reflective vest or have other reflective accessories fixed to the clothes in the place clearly visible to other road users. Cyclists (passengers) under 18 must wear a securely fastened cycle helmet while riding (being ridden) a bicycle on the road. Cyclists over 18 who cycle along the road are recommended to wear a securely fastened cycle helmet. Cyclists over 18 who cycle along the road are recommended to wear a securely fastened cycle helmet.
- 57. Bicycles may be ridden only along cycle tracks, footpaths and cycle tracks, or cycle lanes; if none of the above mentioned is available, bicycles may be ridden along an appropriate hard shoulder (with asphalt or concrete pavement). When a cycle track, a footpath and a cycle track, or a cycle lane or a hard shoulder on the right side is not available, also in cases when they are not suitable for cycling (if they are pitted and so forth), cyclists may ride on a pavement or in one file on the right-hand lane of a carriageway, keeping to the right edge of the lane, except for the cases specified in paragraph 106 of these Rules as well as when cyclists have to bypass an obstruction or proceed straight when it is only permitted to turn right from the first lane. When cycling along a hard shoulder, a footpath or a cycle track, and a pavement, a cyclist must give way to pedestrians, must not obstruct them or cause any hazards to them, and a cyclist can pass a pedestrian at a speed close to the walking pedestrian speed (3–7 km/h), leaving such a gap on the side so that the traffic would be safe.
- 58. If a cyclist needs to turn left, turn around or cross the road in heavy traffic, he must get off the bicycle and cross the carriageway guiding the bicycle, without causing an obstruction to other vehicles.
- 59. When approaching the point where they need to cross a carriageway, cyclists must, in all cases, reduce their speed and can continue to cycle only after making sure that it is safe to proceed.
- 60. A cyclist who intends to cross a carriageway where traffic is uncontrolled or where there are no road signs giving priority must give way to vehicles travelling along the carriageway, except when the cyclist crosses the exits from the adjacent areas of a road, residential area, yard, or car park, or when the cyclist crosses a carriageway into which other drivers are about to turn.
- 61. Ceased to be valid
- 62. When cycling on a cycle track or cycle lane, a cyclist must cycle as close to the right edge of the track or lane as possible. If there is a horizontal marking (bicycle symbol) on a footpath and cycle track or

pavement marking a part of the track (pavement) designated for cyclists, a cyclist must cycle only along that part as close to its right edge as possible.

63. Where traffic is controlled by lights, cyclists must obey the lights with the bicycle symbol; if no special lights are available, they must obey the traffic lights signals.

64. Cyclists must not:

64.1. ride along a carriageway, except for the cases specified in the Rules;

64.2. ride along motorways and highways;

64.3. ride without holding onto the handlebars;

64.4. carry passengers if the bicycle is not equipped with a special seat;

64.5. carry, tow or push loads that will hinder the driving or cause hazard to other road users;

64.6. be towed by other vehicles;

64.7. tow other vehicles, except for special bicycle trailers;

64.8. ride while holding onto a moving vehicle;

64.9. cross a carriageway when driving on pedestrian crossings.

65. An organised group of cyclists may travel along a carriageway.

66. The requirements for cyclists established by the Rules shall also be observed by the drivers of motorised two-wheeled vehicles.

IX. RULES FOR DRIVERS OF HORSE-DRAWN VEHICLES, BIRD AND ANIMAL GUIDES, HORSE RIDERS

67. Only persons aged 14 and over may drive a horse-drawn vehicle, guide animals or birds or ride a horse on the road.

68. Driving of horse-drawn vehicles, guiding animals or birds or horse riding is allowed only along the right shoulder, if available; if not – along the right edge of the carriageway as close to the edge as possible so as not to cause hazard to other road users.

69. A horse-drawn vehicle or sledge must have white front, orange side and red rear reflex reflectors in clearly visible locations marking outside dimensions of the carriage or sledge.

70. During the hours of darkness and when visibility is poor horse-drawn vehicles must have lights lit on the left side and lights must be carried when guiding animals or birds: white in the front and red in the rear of the carriage or the herd. During the hours of darkness or when visibility is poor drivers of horse-drawn carriages, animal or bird guides and horse riders must wear bright-coloured vests with reflecting stripes.

71. A herd of animals or birds must be separated into groups and sufficient distance between groups must be kept so as not to obstruct the traffic. The number of guides must be sufficient to keep animals or birds under control at all times and to ensure traffic safety.

72. Drivers of horse-drawn vehicles, animal or bird guides and horse riders must not:

72.1. leave animals or birds unattended on the road or close to the road;

72.2. tie animals so that they could go onto the road;

72.3. guide animals or birds along a cobble road, asphalt or concrete paved road without obtaining the road owner's consent;

72.4. guide animals across railway tracks or a road where specially designated crossings are not available;

72.5. ride a horse along the carriageway during the hours of darkness;

72.6. drive horse-drawn vehicles, guide animals or birds, ride horses on motorways or highways;

72.7. drive a horse-drawn vehicle or ride a horse under the influence of drink or drugs.

X. TRAFFIC LIGHT SIGNALS

73. Traffic light signals have the following meanings:

73.1. a circular green light allows traffic to proceed in all directions (drive straight ahead, to the right, to the left, turn around);

73.2. a light of a green arrow(s) on a black background allows traffic to proceed in the direction(s) indicated by the arrow(s); a green arrow in an additional section of traffic lights has the same meaning; the arrow allowing to turn left also allows to turn around;

73.3. a flashing green light allows traffic to proceed and warns that its time is up and that traffic light signals are about to change;

73.4. a green light with a symbol of a pedestrian allows pedestrians to proceed;

73.5. a green light with a symbol of a bicycle allows cyclists to proceed;

73.6. a green light with a black arrow(s) allows traffic to proceed in the direction(s) indicated by the arrow(s); the arrow allowing to turn left also allows to turn around;

73.7. an amber light prohibits traffic (except for the cases specified in Paragraphs 29 and 166 of the Rules) and warns that traffic light signals are about to change; if the light has a black arrow(s), it prohibits traffic in the direction(s) indicated by the arrow(s) and informs in which directions road users can proceed when the light of a green arrow appears; if the light has a symbol of a bicycle on it, it will apply only to bicycles;

73.8. an amber light and a red light shown at the same time prohibit vehicles from proceeding and indicate that a green light is about to appear;

73.9. a flashing amber light allows traffic to proceed and warns that an intersection or a pedestrian crossing is not controlled;

73.10. a flashing white light used at level-crossings means that vehicles may proceed after making sure that no rail-borne vehicle is approaching the level-crossing;

73.11. a red light or two alternately flashing red lights prohibit traffic; if the light has a black arrow(s), it prohibits traffic in the direction(s) indicated by the arrow(s) and informs in which directions road users can proceed when the light of a green arrow appears;

73.12. a red light with a symbol of a pedestrian prohibits pedestrians from proceeding;

73.13. a red light with a symbol of a bicycle prohibits cyclists from proceeding;

73.14. a red X-shaped light and a green downward arrow light (lane control lights) prohibits or allows, respectively, traffic in a lane over which they are installed; if lane control lights have an amber arrow pointing diagonally downwards to the left or right, the arrow informs that driving in that lane will be prohibited and instructs to immediately change lanes and move to the adjacent lane in the direction indicated by the arrow; when lane control lights are off or the amber light is on, road users must not enter a lane marked with a double broken line of horizontal marking.

74. Traffic light signals are arranged vertically from top to bottom in the following order: red, amber, and green. If necessary, traffic light signals may also be arranged horizontally: red on the left, amber in the middle, and green on the right (lane control signals). Road users must also observe duplicate traffic light signals installed in the direction of their movement and designated for them.

75. Ceased to be valid from 1 November 2019.

76. If traffic lights at an intersection have a metal plate with a green arrow, pointing to the right, attached next to the red traffic light signal, vehicles may turn right even when the red light is on; however, before entering the intersection, drivers must stop at a road sign 'STOP' and/or a 'Stop' line, and if there is no 'Stop' line or a road sign 'STOP', they must stop at a pedestrian crossing and/or traffic lights and proceed only after making sure that they do not endanger other vehicles in the flow of traffic they are joining and pedestrians crossing the road.

77. Signals given by traffic officers shall have the following meanings:

77.1. Arms extended sideways or down:

77.1.1. vehicles on the left and right side may pass straight and turn right, pedestrians may cross the carriageway;

77.1.2. vehicles and pedestrians in the front and at the back must not proceed;

77.2. Right arm extended forward:

77.2.1. vehicles from the left side may proceed in all directions;

77.2.2. vehicles from the front may proceed only to the right;

77.2.3. vehicles from the back and the right side must not proceed;

77.2.4. pedestrians may cross the carriageway behind the traffic officer's back;

77.3. Arm raised upwards:

77.3.1. all road users must not proceed in any direction;

77.3.2. drivers must stop the vehicles without changing lanes.

78. Drivers must stop the vehicles and pedestrians must stop walking when the authorized officer (traffic officer) gives a signal: waves the traffic officer's baton or a traffic paddle with reflecting surface turned at the road user or orders to stop with a loudspeaker. STOP signal may be indicated by the light-board mounted on a car marked by special colours and carrying a label of the respective service. To attract the attention of road users the authorized officer (traffic officer) may give a signal with a whistle. Having received the signal, the driver must immediately stop the vehicle in the indicated place; if no place is indicated the vehicle must be stopped on the right shoulder; if no shoulder is available, the vehicle must be stopped at the right edge of the carriageway.



79. Light signals may be supplemented by audible signals to inform blind pedestrians that it is safe to cross the carriageway.

80. At level crossings, the red traffic light signal may be supplemented with a sound signal.

80¹. White traffic light signals on a black background designated for public service vehicles shall have the following meanings:

80¹.1. an S-shaped light prohibits public service vehicle traffic;

80¹.2. a horizontal bar light prohibits public service vehicle traffic (except for the cases specified in Paragraphs 29 and 166 of the Rules) and informs that traffic light signals are about to change;

80¹.3. when an S-shaped and a horizontal bar light signals are on at the same time, they prohibit public service vehicle traffic and inform that an arrow-shaped traffic light signal(s) is about to appear;

80¹.4. an arrow-shaped signal(s) allows public service vehicle traffic to proceed in the direction(s) indicated by the arrow(s).

XI. WARNING SIGNALS TO OTHER ROAD USERS

81. The warning signals are as follows: using turn and brake light signals (the signals may be indicated by arm); turning on a horn signal; switching headlights on and off; using hazard warning lights; turning on flashing orange hazard warning lights; and putting a warning triangle on a road or fastening it to a vehicle.

82. A driver must indicate his intended actions by using the right or left direction indicator lights or by arm signals, if direction indicator lights are not available or inoperable:

82.1. before starting to move off and before stopping;

82.2. before changing lanes, before and after overtaking, before and after bypassing an obstruction, before turning right or left, before turning around, and before leaving an intersection in which vehicles must move in a circle.

83. The intended turn to the left shall be indicated by the left arm extended to the side or the right arm bent at the elbow and pointing upwards.

84. The intended turn to the right shall be indicated by the right arm extended to the side or the left arm bent at the elbow and pointing upwards.

85. The intended stop shall be signalled by the left or right arm extended upwards.

86. Warning signals must be indicated to other road users sufficiently in advance before the manoeuvre (braking related to the manoeuvre) and must be discontinued immediately after the manoeuvre (hand signals may be discontinued prior to the manoeuvre). Signals must be given in such a way so that they would not mislead other road users. Turn signals are not indicated when entering an intersection in which vehicles move in a circle.

87. Signalling does not give priority to the driver giving signals.

88. Horns must not be used in residential areas except to avoid road accidents.

89. To attract attention of another driver during overtaking drivers may signal by switching headlights or using a horn in non-residential areas.

90. Flashing main-beam headlights shall be prohibited for signalling if they may dazzle other drivers (even in rear-view mirror).

91. If hazard warning lights are available in the vehicle, they must be switched on:

91.1. when a vehicle is forced to stop where standing or parking is prohibited;

91.2. in the event of a road accident;

91.3. when the vehicle is stopped by an inspecting officer;

91.4. when stopping on unlit sections of a road during the hours of darkness or when visibility is poor, and when driving during the hours of darkness or when visibility is poor if at least one rear position lamp is inoperable;

91.5. when it is being towed or carried with the front or rear part of it resting on a supporting device;

91.6. when the driver is dazzled;

91.7. when other drivers must be warned of an obstacle or hazard;

91.8. when getting children in or out of a vehicle(s) with the distinguishing mark Children on Board.

92. If the hazard warning system is not available or is inoperable, or if the vehicle stops in an emergency in a place where it will become noticeable to other drivers only within less than a 100 m distance, the driver of the motor vehicle (except for mopeds and motorcycles without sidecars), tractor or self-propelled vehicle must put a warning triangle 25 meters behind the vehicle in built-up areas and 50 m behind the vehicle

in other places.

93. When letting schoolchildren board or alight from a school bus, the driver shall turn on flashing orange warning lights. Flashing orange warning lights must be turned off when the school bus is moving.

Punkto pakeltimai:

Nr. 744, 2021-09-15, paskelbta TAR 2021-09-20, I. k. 2021-19691

XII. USING LIGHTS

94. During the hours of darkness motor vehicles, tractors, self-propelled vehicles must drive on roads with low beam or main beam headlights on.

95. During the hours of darkness or in poor visibility main beam headlights must be switched to low beam:

95.1. on lighted roads;

95.2. when the distance to a vehicle approaching from the opposite direction is at least 150 m;

95.3. in other cases when main beam lights can dazzle other drivers (even travelling in the same direction).

96. A dazzled driver must switch on the hazard warning lights and slow down without changing lanes, and stop if necessary.

97. In daylight, motor vehicles, tractors and self-propelled vehicles must drive on roads with low beam headlights or running lights on.

98. Fog lights may be used only when visibility is seriously reduced and, if necessary, in the event of failure of the front left-side low beam lights.

XIII. MOVING OFF AND MANOEUVRING

99. Traffic in the Republic of Lithuania shall be on the right side.

100. Opposite directions of traffic on the carriageway shall be segregated by an imaginary longitudinal axis of the carriageway unless road signs direct otherwise.

101. Before moving off, changing lanes or otherwise changing course drivers must make sure it is safe and give way (not cause obstructions) to other road users.

102. Drivers entering a road from its adjacent areas must give way to vehicles (bicycles and other vehicles) moving on the road.

103. Drivers leaving a road must give way to vehicles (bicycles and other vehicles) moving on the road.

104. When changing lanes, the driver must give way to vehicles moving in the same direction in the adjacent lane. If vehicles moving in the same direction change lanes at the same time, the driver must give way to a vehicle on the right-hand side, except in the cases specified in Paragraph 112 of the Rules.

105. In congested road conditions when one lane out of two (or more) lanes in the same direction is closed ahead, vehicles should merge in turn and each driver travelling along the lane adjacent to the closed lane must give way to one vehicle (first from the line of vehicles) to change lanes. The driver changing lanes must make sure he is given way.

106. Before turning right, left or around (except entering a roundabout) the driver must move in advance to the respective edge of the carriageway designated for driving in that direction. Road signs and/or marking may direct otherwise.

107. When due to big size or other reasons a vehicle cannot make a turn (turn around) from the edge position, it may make a turn not from the respective edge of the carriageway designated for driving in that direction, provided such turning will not cause obstruction to other vehicles and hazard to other road users.

108. The turning manoeuvre must be done in such a way so that vehicles would not get into the lane of oncoming traffic while entering and exiting the crossroad. If turning from more than one lane is allowed, drivers must remain on their lane and must not make any obstructions to the vehicle making a turn from the adjacent lane.

109. A driver turning left or turning around not at an intersection must give way to oncoming vehicles travelling straight ahead or turning right as well as to overtaking vehicles if overtaking is allowed at the intersection.

110. In heavy traffic, when all lanes are full of vehicles, changing lanes is allowed only when there is a need to make a turn, turn around or stop.

111. If a deceleration lane is available the driver intending to make a turn must change lanes in good time and slow down only in the deceleration lane.



112. If there is an acceleration lane designated for entering a road, the driver must drive in that lane and merge with the through-traffic flow (change lanes and move to the adjacent lane) giving way to vehicles driving in it or changing lanes and moving to the deceleration lane.

113. Drivers of slow-moving vehicles must move to the right-hand edge of the carriageway and allow faster moving vehicles to overtake (except when the slow-moving vehicle intends to make a turn or turn around). Drivers of slow-moving or oversized vehicles must stop the vehicle and let the vehicles congested behind to overtake.

114. When reversing the driver must give way to other road users.

115. When the trajectories of vehicles intersect and the driving procedure is not prescribed by these Rules, the driver must give way to another vehicle approaching from the right-hand side.

116. Turning around is prohibited:

116.1. on pedestrian crossings;

116.2. on level crossings;

116.3. in tunnels;

116.4. on and under the bridges, overhead roads, viaducts;

116.5. in places where visibility in at least one direction is less than 100 meters;

116.6. on roads with a dividing strip except for places designated for making U-turns and marked by road signs or road signs and horizontal marking.

XIV. VEHICLE POSITION ON THE ROAD

117. Where the carriageway is divided into lanes by road markings and/or road signs, vehicles must travel along these lanes. Vehicles may cross the broken white line only when changing lanes. Vehicles may cross continuous lines only in cases specified in Annex 3 to these Rules. Where the continuous line (single or double) separates lanes of opposite traffic, vehicles must keep to the right of the line.

118. On two-way roads with four or more traffic lanes or on roads with dividing strips vehicles must not enter the lanes designated for the traffic going in the opposite direction, drive on or cross the dividing strip.

119. Drivers must drive as close to the right edge of the carriageway as possible.

120. Drivers of goods vehicles with a permissible maximum weight exceeding 3.5 tonnes must not drive further than the second lane from the right-hand edge of the carriageway, except in cases when they have to turn left, turn around, pass an obstruction, or stand/park in a one-way traffic road.

121. In non-residential areas drivers of slow-moving vehicles (up to 40 km/h) and vehicles the total length of which exceeds 7 m, must keep such a distance to the vehicle moving ahead that overtaking vehicles could return to the right-hand lane unobstructed. This requirement does not apply if the driver of the said vehicle intends to overtake and also in heavy traffic.

122. Vehicles the design speed of which may not exceed 40 km/h or which cannot reach higher speed due to technical reasons must drive only along the right-most lane except where they are overtaking, changing lanes or stopping for loading on a one-way road.

123. Moped and light quadricycle drivers must drive only in the first lane from the right-hand edge of the carriageway, as close to its right-hand edge as possible, except in cases when they need to turn left, turn around, pass an obstruction, drive straight ahead if the first right-hand lane is designated for turning right only, or stand/park in a one-way traffic road.

124. Drivers of motor vehicles, tractors, self-propelled vehicles, and animal-drawn vehicles must not move or drive on a lawn, pavement, footpath and/or cycle track, or cycle lane, except in cases when road signs for parking permit drivers to partially park their vehicle on the edge of the pavement, and a cycle track or cycle lane are marked with a 1.14 horizontal marking line. Drivers must not drive on a central reservation, slopes of dykes or excavations, and ditches. Drivers must not enter or leave a road in areas not designated for that purpose.

125. When driving on a hard shoulder, acceleration, or deceleration lane, vehicles (except for bicycles) must not pass the vehicles moving in the same direction on the right-hand side (unless passing vehicles that are about to turn left or turn around on the right-hand side since that is allowed). It is recommended that drivers pass vehicles moving slower in the same direction on the left-hand side.

126. Drivers must consider their speed and leave enough space between their vehicle and the vehicle moving in front so that the vehicles do not collide if the vehicle moving in front slows down or stops; drivers must leave enough space between the sides of two vehicles to ensure traffic safety. It is recommended that the distance to the vehicle moving in front is at least two seconds whatever speed is being travelled at or at least

half of what the speedometer reads converted to metres; for instance, when a vehicle travels at a speed of 70 km/h, the distance must be at least 35 metres unless traffic conditions require otherwise. It is recommended that drivers of motor vehicles, tractors, or self-propelled vehicles leave at least a 1.0-metre lateral distance between their vehicles and cyclists when passing or overtaking cyclists if motor vehicles, tractors, or self-propelled vehicles travel at a speed not higher than 50 km/h, and a 1.5-metre lateral distance if motor vehicles travel at a speed higher than 50 km/h.

XV. DRIVING SPEED

127. Drivers must not exceed the permissible speed limit. A driver must select the driving speed in accordance with the driving conditions, in particular the terrain, the condition of the road and the vehicle including the load, weather conditions, traffic heaviness so that he could safely stop the vehicle before any predictable obstruction. The driver must slow down and stop if the driving circumstances require so, in particular when visibility is poor.

128. If there is an obstruction or traffic safety is at risk, the driver must slow down or even bring the vehicle to full stop or bypass an obstruction (if it is possible to notice) without causing hazard to other road users.

129. The speed limit in built-up areas for all vehicles is 50 km/h.

130. In parking lots, all vehicles shall not move faster than 20 km/h. 136. The following speed limits must be observed in outside the built-up areas.

131. The following speed limits must be observed in outside the built-up areas:

131.1. the maximum speed limit for cars, goods vehicles with a permissible maximum weight of 3.5 tonnes, motorcycles, and tricycles on motorways is 130 km/h from April to October and 110 km/h from November to March, 120 km/h on highways from April to October and 110 km/h from November to March, 90 km/h on roads with asphalt or concrete pavement, and 70 km/h on other roads;

131.2. the maximum speed limit for a vehicle of A1, A2, A or B category driven by novice drivers and people learning to drive or taking a practical driving test and buses (including school buses) shall be 100 km/h on motorways, 90 km/h on highways, 80 km/h on roads with asphalt or concrete pavement, and 70 km/h on other roads;

131.3. the maximum speed limit for goods vehicles with a permissible maximum weight exceeding 3.5 tonnes, also these goods vehicles with trailers, and buses with trailers shall be 90 km/h on motorways and highways, 80 km/h on roads with asphalt or concrete pavement, and 70 km/h on other roads;

131.4. The maximum speed limit for cars and goods vehicles with a permissible maximum weight of 3.5 tonnes with trailers shall be 90 km/h on motorways, highways, and roads with asphalt or concrete pavement, and 70 km/h on other roads;

131.5. the maximum speed limit when towing motor vehicles with a rigid tow bar shall be 70 km/h and 50 km/h in the case of towing a vehicle with a tow rope;

131.6. the maximum speed limit for quadricycles and powerful quadricycles shall be 70 km/h;

131.7. the maximum speed limit for tractors and self-propelled vehicles shall be 50 km/h.

132. If the speed limit is increased or decreased in a road by appropriate road signs, a driver shall follow the requirements of road signs; however, the speed chosen by the driver in and outside a built-up area cannot exceed the maximum speed limit for certain types of vehicles or their combinations with a trailer specified in Paragraph 131 of the Rules.

133. In road sections where traffic conditions allow safe driving at a higher speed, the speed limit may be increased at the discretion of the road owner by installing appropriate road signs.

134. Ceased to be valid from 1 November 2018

135. Drivers must not:

135.1. exceed the maximum speed limit specified by the manufacturer of a vehicle, even if a higher speed limit is set by a road sign;

135.2. exceed the speed limit specified on the vehicle marking plate;

135.3. drive too slowly without reason and hinder the normal traffic of other road users;

135.4. slow down abruptly for other than safety reasons.

XVI. OVERTAKING

136. Drivers are advised to avoid unnecessary overtaking manoeuvres. Before overtaking, drivers shall take extra precautions and make sure that:

- 136.1. none of the drivers driving behind has started to overtake them;
- 136.2. the driver of the vehicle to be overtaken is not showing the left turn signal;
- 136.3. the section of the lane necessary for overtaking is clear, and the vehicle will not obstruct oncoming vehicles or pedestrians moving on the carriageway;
- 136.4. a safe distance from the vehicle being overtaken will be maintained in the course of overtaking;
- 136.5. after the overtaking manoeuvre, they will be able to return to the same traffic lane safely without obstructing the overtaken vehicle.
- 137. If the vehicle in front is showing the left turn signal and has changed lanes to make a left turn (to turn around), vehicles moving behind must pass the turning vehicle on the right or wait until the vehicle in front leaves the traffic lane.
- 138. The driver of a vehicle being overtaken must not obstruct drivers who wish to pass by speeding up or any other actions.
- 139. If passing the vehicle moving in the opposite direction is difficult, the driver of the vehicle on whose side there is an obstruction must give way. If there is an obstruction on slopes marked with appropriate road signs the driver of the vehicle going down must give way.
- 140. Overtaking shall be forbidden:
 - 140.1. at intersections, except for the places where it is allowed to overtake on a main road which is not marked by the following road signs: 'Intersection with the Side Road', 'Side Road on the Right', 'Side Road on the Left', or 'Priority Road';
 - 140.2. on level crossings and within a 100 m distance of a level crossing;
 - 140.3. on road sections with poor visibility;
 - 140.4. on pedestrian crossings;
 - 140.5. on roads with more than one lane in the same direction.

XVII. STANDING AND PARKING

- 141. Vehicles may stand and park on the right side of the road on the outside edge of the shoulder or on the outside right edge of the carriageway if there is no shoulder. The driver of a vehicle must not endanger other road users by entering/exiting the roadside(s). If there is a cycle lane on the right-hand side of the carriageway, stopping and parking is allowed adjacent to the cycle lane.
- 142. In built-up areas standing and parking shall also be allowed on the left side on one way roads as well as on roads with one lane in both directions.
- 143. Standing on unlit sections of the road during the hours of darkness or when visibility is poor is permitted with hazard warning lights on, and parking is permitted only in car parks or off-road areas.
- 144. Vehicles shall stand and park on the carriageway in one line.
- 145. Motorcycles without a side-car, mopeds, and bicycles may be parked in two lines provided such parking does not obstruct the traffic.
- 146. Angle parking instead of parking parallel to the edge of the carriageway shall be allowed in places where such parking is indicated by road signs and/or road marking.
- 147. The driver may leave the vehicle unattended only after making sure that the vehicle will not start moving on its own and that unauthorized use of the vehicle is prevented.
- 148. The doors of a standing vehicle must not be opened if opened doors could cause an obstruction or hazard to other road users.
- 149. When the vehicle is parked in a controlled zone marked by a sign limiting the duration of parking, a driver must leave information about the time of arrival of the parked vehicle in a clearly visible place inside the vehicle.
- 150. Standing and parking shall be prohibited:
 - 150.1. on level crossings and within a 50 m distance of the crossing;
 - 150.2. on the dividing strip and on acceleration and deceleration lanes;
 - 150.3. on and under bridges, viaducts, overhead roads and in tunnels;
 - 150.4. on pedestrian crossings and within 5 m distance before them and on roads with one lane in each direction, within 5 m distance after the pedestrian crossing;
 - 150.5. on a lawn, pavement (with exception of those cases when the road signs for parking permit drivers to park there or if a vehicle is specified in a permit issued for trading in a public place during events) as well as in sports grounds, children's playgrounds, and other areas not designated for vehicle traffic (parking);
 - 150.6. on footpaths or/and cycle tracks and within a 5 m distance of the intersection of the

carriageway and the footpath or/and the cycle track; and on roads with one lane in each direction within 5 m distance after the footpath or/and the cycle track;

150.7. where there is a distance of less than 3 m between a stationary vehicle and a solid line of the horizontal marking, kerb, and, in its absence, the edge of the carriageway;

150.8. on intersections and within 5 m of the intersection except when road signs permit parking there;

150.9. in parking lots for public service vehicles and within a 15 m distance of them (where there is no parking lot, within a 15 m distance of the bus-stop sign) if that would interfere with public service vehicle traffic; within the zone covered by the Taxi stop sign;

150.10. in places where a parked vehicle: would block the view of traffic lights or other road signs to other drivers; would obstruct entering/exiting the car park, parking space, garage, parking area, or other areas; would obstruct getting into another vehicle; or would cause any obstructions to other vehicles or pedestrians;

150.11. outside built-up areas where the visibility of the road in any direction is less than 100 m, on up- hills, down-hills and road bends marked with respective road signs Nos 113–118;

150.12. in built-up areas where the visibility of the road in any direction is less than 50 m, on up-hills, down-hills and road bends marked with respective road signs Nos 113–118;

150.13. on traffic deflecting islands marked by oblique parallel lines;

150.14. for other vehicles – in the lane designated for public service vehicles;

150.15. at crossroads and in places where vehicles enter the road from its adjacent areas and exit the road to its adjacent areas as well as within a 5-metre distance from them (on that side of the road where the entrance to/exit from these adjacent areas is indicated), except in cases when the road signs for parking permit drivers to park there.

151. When a vehicle is forced to stop where standing or parking is forbidden, drivers must turn on their hazard warning lights if they are available and/or put a warning triangle on the road as specified in Paragraph 92 of the Rules and remove their vehicle from the road as soon as possible. If drivers intend to stop their vehicle on unlit sections of the road during the hours of darkness or when visibility is poor, and if hazard warning lights are not available or are inoperable, the vehicle must be parked in off-road areas. If it is impossible, that place must be marked as specified in Paragraph 92 of the Rules.

152. If a vehicle is parked next to a vehicle carrying the distinguishing mark Disabled the driver must leave sufficient space to allow persons with disability to get in and out of their vehicle.

153. If, depending on the dimensions of a vehicle, it is possible, the vehicle shall be parked within the parking space marked with the narrow solid line of the horizontal marking.

153¹. The driver of a charged electric vehicle or pure electric vehicle (hereinafter referred to as “electric vehicle”) shall immediately remove the vehicle from the electric vehicle charging station unless otherwise indicated by the road sign ‘Time-Limited Parking’.

XVIII. DRIVING THROUGH INTERSECTIONS

154. In a controlled intersection, drivers on a side road must give way to vehicles approaching the intersection on the priority road.

155. In an uncontrolled intersection, drivers must give way to the vehicles approaching from the right if trajectories of the vehicles intersect.

156. If the direction of a priority road changes in the intersection, drivers on the priority road must follow the rules on driving through uncontrolled intersections. The same rules apply to drivers on side roads.

157. A driver turning left (turning around) in an uncontrolled intersection must give way to vehicles going straight in the opposite direction or turning right as well as to overtaking vehicles if overtaking is allowed in the intersection.

158. A driver turning left or right at an intersection must give way to all the road users (cyclists and others) who cross the lanes of the carriageway into which the vehicle is turning. A driver turning into a road with one lane in each direction must give way to the road users (cyclists and others) crossing any lane of the carriageway into which the vehicle is turning.

159. If drivers cannot determine what type of surface the road has and there are no priority signs or the following road signs: ‘Intersection with a Side Road’, ‘Side Road on the Right’, or ‘Side Road on the Left’, they must behave as if they were driving on a side road.

160. A driver must not enter a crossroad if there is an obstruction on the other side of the intersection that would make the driver stop in the intersection and obstruct the passage of other vehicles.

161. When the light signal permitting driving appears, a driver must give way to vehicles leaving the

crossroads of the intersection in the intended direction (if they started the manoeuvre at the signal permitting driving in that direction) and must wait for the pedestrians to finish crossing the carriageway.

162. The driver who has entered the crossroads at the light signal permitting driving, may continue driving in the intended direction irrespective of the light signal shown when the vehicle is leaving the intersection. However, if there are Stop lines (road signs Stop Line) in the intersection before several traffic lights along the way, the driver must conform to each light signal.

163. When driving in the direction indicated by an arrow illuminated in the additional section of traffic lights together with an amber or red traffic light signal, the driver must give way to road users that move from other directions according to a traffic light signal permitting them to proceed, except in the case specified in Paragraph 163-1 of the Rules.

163¹. When turning around at an intersection where traffic is controlled by traffic lights, the driver must give way to road users that move from other directions according to a traffic light signal permitting them to proceed.

164. Ceased to be valid.

165. If the signals of traffic lights or traffic officers prohibit driving, drivers shall stop before the road sign 'STOP' and/or a 'Stop' line if available; and if they are not, they shall stop before traffic lights, a carriageway that they are about to cross or a carriageway that joins the one they are driving on, pedestrian crossing, or bicycle crossing so that they would not obstruct vehicular and pedestrian traffic.

166. Drivers shall be authorised to proceed if they need to brake suddenly to stop at the places specified in Paragraph 165 of the Rules after an amber (or a white horizontal bar) traffic light signal appears or a traffic officer raises their arm upwards.

167. Where the traffic is controlled by traffic lights drivers must obey the light signals irrespective of the priority indicated by the road signs. If the traffic lights are off or flashing amber light is shown drivers must obey the road signs.

XIX. DRIVING ACROSS LEVEL CROSSINGS

168. Before entering and moving across a level crossing, a road user must follow road signs, road markings, the position of the barrier, traffic lights, sound signals, and the signals of level crossing guards/controllers. Before entering a level crossing, a road user must always make sure that no rail-borne vehicle is approaching the level crossing. It is recommended that children under the age of 12 moving across a level crossing be accompanied by an accompanying person.

169. A driver must give way to the approaching rail-borne vehicle.

170. Giving way to the approaching rail-borne vehicle as well as in cases when driving across a level crossing is prohibited, a driver must stop at the STOP line, the 'Stop' road sign, traffic lights, barriers, and if they are not present, not closer than a 10-metre distance from the first rail. The driver must stop at the STOP line when it is used together with the 'Stop' road sign, and if it is not present, at the road sign even in the event of a flashing white traffic light signal.

171. If a vehicle stops in emergency on a level crossing, the driver must immediately get all the passengers out of the vehicle, take all possible steps to remove the vehicle from the crossing and give signals to the driver of the approaching rail-borne vehicle. The emergency stop signal shall be given by moving an arm in a circle (while holding a bright-coloured cloth or another clearly visible object during daytime and a torch at night).

172. Vehicles wider than 5 metres or higher than 4.5 metres above ground level (loaded or unloaded) as well as slow-moving vehicles and equipment with a speed lower than 8 km/h shall cross a level crossing only with the permission of a railway infrastructure manager. •

173. Drivers must not:

173.1. cross the railway in other than specially designated places;

173.2. bypass other vehicles that have stopped before the level crossing to give way to a rail-borne vehicle;

173.3. enter a level crossing after the barrier has been lowered or has begun to be lowered, lift the barrier wilfully or manoeuvre around the barriers;

173.4. enter a level crossing if there is an obstruction ahead that would make the vehicle stop on the level crossing;

• 173.5. transport agricultural, road-building, construction and other heavy machinery not specially prepared for transportation across a level crossing if they could cause damage to railway facilities;

173.6. proceed through a level crossing in a wheelchair without an accompanying person;

173.7. linger or loiter at a level crossing, as well as take more time than necessary to cross it.

XX. DRIVING ON MOTORWAYS AND HIGHWAYS

174. On roads signposted as Motorway or Motor Vehicle Road, the following shall be prohibited:

174.1. movement of pedestrians, driving a horse-drawn vehicle, guiding animals or birds, horse riding, cycling, riding mopeds, quadricycles, light quadricycles or heavy quadricycles and driving any vehicles other than motor vehicles, motorcycles, tricycles, motorcycles and motor vehicles with trailers, if the maximum design speed or speed due to technical condition of these motor vehicles is not below 60 km/h;

174.2. standing or parking except for designated parking areas;

174.3. turn around (except for U-turn places marked by road signs or road marking) or drive in reverse;

174.4. enter or leave the highway or motorway in undesignated places;

174.5. tow using a flexible towing link;

174.6. hold sport competitions, parades or other events.

XXI. TRAFFIC IN RESIDENTIAL AREAS

175. Pedestrians may move along a carriageway in residential areas; however, they should not obstruct vehicular traffic flow. In residential areas, vehicles must give way to pedestrians.

176. In residential areas road users must not:

176.1. drive at a speed higher than 20 km/h;

176.2. stand with the vehicle's engine running longer than necessary to prepare the vehicle for a ride (clean the snow and so forth);

176.3. park goods vehicles whose permissible maximum mass is above 3.5 tonnes, buses with more than 12 seats, tractors, self-propelled vehicles and their trailers;

176.4. teach others to drive.

177. A vehicle entering a road from a residential area must give way to vehicles moving on the road.

178. The rules of this chapter also apply in yards of apartment blocks.

CHAPTER XXI¹. TRAFFIC ON CYCLE STREET

178¹. A cycle street is designated for non-motor and motor vehicle (mixed) traffic.

178². The requirement of Paragraph 57 of the Rules – to cycle in single file and as close to the right-hand edge of the lane as possible, does not apply to a cyclist on a cycle street.

178³. On a cycle street, drivers must not:

178³.1. drive faster than 30 km/h;

178³.2. overtake.

Papildyta skyriumi:

Nr. 744, 2021-09-15, paskelbta TAR 2021-09-20, i. k. 2021-19691

CHAPTER XXII. PRIORITY TO PUBLIC SERVICE VEHICLES AND TRAFFIC IN LANES DESIGNATED FOR PUBLIC SERVICES VEHICLES

179. Drivers must give way to a public service vehicle that moves off from a signposted bus stop in built-up areas.

180. Before moving off from a bus stop, the driver of a public service vehicle must make sure that he is given way.

181. Non-public-service vehicles must not drive in lanes of the road marked with the road sign 'Lane Reserved for Public Service Vehicles' and the letter 'A'.

181¹. Non-public-service vehicles must not drive in lanes of the road marked with the road sign 'Lane Reserved for Public Service Vehicles' and a symbol 'A+', except for the following:

181¹.1. bicycles, mopeds, and light quadricycles;

181¹.2. vehicles – marked with the distinguishing sign 'Disabled' or displaying a disabled person's parking card – that carry the disabled to/from an educational institution or to/from a day-care centre for people with disabilities if the route is agreed on with a road owner following the procedure established by the owner;

181¹.3. taxis if the lane reads 'TAXI';

181¹.4. cars carrying four or more road users if the lane is marked with a symbol '4+';

181^{1.5}. electric vehicles if the lane is marked with an electric vehicle symbol;

181^{1.6}. motorcycles if the lane is marked with a motorcycle symbol.

182. If a lane reserved for public service vehicles moving in the same direction is on the right side of a carriageway and is not segregated by a solid line, vehicles that turn right must and vehicles that bypass a standing vehicle waiting to make a left turn may switch to this lane.

XXIII. TRAFFIC OF VEHICLES FOR PEOPLE WITH DISABILITIES

183. Drivers whose vehicles are marked with the distinguishing sign 'Disabled' or a parking card for people with disabilities may enter a zone marked with the road signs 'Traffic Prohibited' and 'No Entry for Motor Vehicles'.

184. Drivers whose vehicles carry the distinguishing mark Disabled or a disabled person's vehicle parking card may:

184.1. park longer than allowed in places where the parking time is limited by respective road signs;

184.2. stand and park in zones marked by road signs No Standing and No Parking and/or marking lines 1.4 or 1.9 along the edge of the carriageway.

185. Wheelchair users may move in a wheelchair along the right edge of a carriageway (whether there is a hard shoulder, pavement, footpath, or footpath and cycle track or not), and where possible, the use of pedestrian infrastructure is recommended. When wheelchair users move along the right edge of a carriageway during the hours of darkness or when visibility is poor, their wheelchair must have reflectors: a white reflector on the left side of the wheelchair at the front and a red reflector at the rear.

XXIV. TRAFFIC OF SPECIAL VEHICLES

186. Drivers of special vehicles authorised to use blue and red flashing lights and special sound signals may use blue and red (or just blue) flashing lights and special sound signals only in cases when it is necessary for saving a human life, health, or property, ensuring public order and traffic safety, detaining persons suspected of having violated the law, escorting and accompanying protected persons specified in the Law of the Republic of Lithuania on VIP Protection. Drivers of special vehicles moving along the road with blue and red (or just blue) flashing lights (which must be visible over a 360-degree angle) and special sound signals may disregard the requirements of Chapters V, X, XIII, XIV, XV, XVI, XVII, XVIII, XIX, XXI, XXII, and XXIII and Annexes 1–3 of the Rules and exercise the right-of-way provided they do not jeopardise traffic safety and only after making sure that they are being given way. The right-of-way is also exercised by drivers of vehicles escorted by special vehicles.

187. To warn road users about danger to traffic safety, blue and red (or just blue) flashing lights of stationary special vehicles without special sound signals may be switched on. Drivers must pass a stationary special vehicle with blue and red or just blue flashing lights at such a speed that, if necessary, they could immediately stop without causing danger to other road users.

188. An orange flashing light shall be used only in cases when the vehicle causes any obstructions to other road users (when the dimensions of a loaded or unloaded vehicle exceed the allowed dimensions; when working on the road; when stopping and standing; when the vehicle moves very slowly, escorts an organised group of cyclists, or carries dangerous goods). An orange flashing light does not give priority, it only draws attention and warns other road users about the potential danger. When driving on the road, standing and/or working, drivers of vehicles with orange flashing lights make sure that they do not endanger traffic safety.

XXV. CARRYING PASSENGERS

189. Passengers may be carried only in vehicles designed and built for the carriage of passengers (or specially adapted for this purpose) and only in seats designated for passengers. Carrying passengers in the body of a goods vehicle is prohibited, except for passengers carried for the needs of the national defence system after adapting the body for the carriage of passengers.

190. Ceased to be valid

191. Ceased to be valid

192. Ceased to be valid

193. Distinguishing marks specified in Annex 4 of the Rules must be affixed to the front and the rear of a bus carrying groups of children (under the age of 16). There must be one accompanying person in the passenger compartment of a school bus carrying children and a vehicle with the distinguishing signs 'Children

on Board' or 'Children'. When carrying pupils by a school bus, the driver may act as an accompanying person.

194. The driver of a school bus or a vehicle with the Children on Board sign or the accompanying person must:

194.1. ensure the safety of children boarding to or alighting from a vehicle or vehicles;

194.2. if possible, board and alight children at a bus stop;

194.3. accompany children under the age of 10 to the other side of the road;

194.4. wear a high visibility vest when on the road.

195. Drivers must not:

195.1. carry more passengers than prescribed by the vehicle specifications;

195.2. carry passengers in such a way that they interfere with their driving and reduce visibility;

195.3. carry children under the age of 12 on mopeds, motorcycles (except for motorcycles with sidecars), tricycles, and all types of quadricycles;

195.4. carry passengers inside a towed bus, trolleybus, or the body of a goods vehicle; if the front or rear part of a vehicle is resting on a supporting device, passengers must not be present inside or in the body of the transported vehicle;

195.5. carry passengers in trailers, except for passengers carried in a sidecar or a bicycle trailer designed for that purpose;

195.6. carry children under the age of 14 in vehicles driven by a learner driver;

195.7. carry more pupils than there are seating positions in a school bus or vehicle with the distinguishing sign 'Children on Board';

195.8. carry children standing in a school bus or vehicle with the distinguishing sign 'Children on Board';

195.9. board or alight bus passengers from the side of a carriageway.

XXVI. USE OF SEAT BELTS AND OTHER PROTECTIVE EQUIPMENT

196. All passengers and a driver must wear seat belts when travelling in vehicles equipped with them. If a bus is fitted with seat belts, informative signs 'Fasten Your Seat Belt' must be displayed in a visible place in front of every seat, on the seat, or next to it. It is recommended that all passengers in the bus be informed of the requirement to wear seat belts orally or by audio-visual means before starting their journey.

197. Seat belts must be worn over the shoulder and across the hip or as specified by the vehicle manufacturer.

198. Persons driving a vehicle in reverse or in a parking lot are exempt from wearing seat belts in built-up areas.

199. Children who are less than 135 cm tall have to be carried by a car or goods vehicle only in child-restraint systems appropriate to their size and weight pursuant to the size range and the maximum weight of the child specified by the manufacturer or these groups:

199.1. Group 0 for children less than 10 kg in weight;

199.2. Group 0+ for children less than 13 kg in weight;

199.3. Group I for children between 9 and 18 kg in weight;

199.4. Group II for children between 15 and 25 kg in weight;

199.5. Group III for children between 22 and 36 kg in weight.

200. Drivers shall use child restraint systems that comply with safety standards that have been certified by manufacturers of child restraint systems and that shall be approved in accordance with the requirements of Regulation No 44/03 or No 129 of the United Nations Economic Commission for Europe or Council Directive 77/541/EEC of 28 June 1977 on the approximation of the laws of the Member States relating to safety belts and restraint systems of motor vehicles (OJ 2004 Special Edition, Chapter 13, Volume 4, p. 235) or the requirements of any subsequent adaptation thereto.

201. A child must not be carried in a rear-facing special seat appropriate to his size on the front passenger seat protected by an air bag. This provision does not apply if the front air bag is disabled.

202. Bus passengers aged 3 and above must use the installed restraint systems.

203. A driver must make sure that the children carried in a motor vehicle use the installed appropriate restraint systems.

204. When riding a moped, motorcycle, tricycle, and all types of quadricycles, the driver and all passengers must wear protective gear for motorcyclists (motorcycle helmets and eye protection to protect themselves from injuries). It is allowed to ride a moped, motorcycle, tricycle, and any type of quadricycle without protective gear for motorcyclists if these vehicles have a body (passenger compartment) or roof,



which are designed to protect the driver and passengers from the impact, and if these vehicles are fitted with seat belts.

205. Persons who due to serious medical reasons hold special permits issued by competent institutions are exempt from wearing seat belts. These permits must have an expiry date.

206. A driver must take care of the safety of pets in a stationary vehicle and must make sure that pets are carried in such a way that they would not distract the driver while driving, that they would not injure themselves or the passengers, if the driver suddenly stops the vehicle.

XXVII. CARRIAGE OF CARGO

207. The gross weight of carried cargo/passengers and the axle load shall not exceed the gross weight and axle load established for that vehicle by the Ministry of Transport and Communications of the Republic of Lithuania and the manufacturer. The gross weight of a towed trailer (laden or unladen) shall not exceed the permissible maximum weight established by the Ministry of Transport and Communications of the Republic of Lithuania and the manufacturer. Motor vehicles are prohibited from towing trailers of non-motor vehicles, and non-motor vehicles are prohibited from towing trailers of motor vehicles.

208. Loads on vehicles of categories N and O shall be arranged and/or secured according to the requirements for the arrangement and/or securing of loads on vehicles of categories N and O established by the Director of Lithuanian Transport Safety Administration. Loads on vehicles of any category shall be arranged and, if necessary, secured and covered in such a manner that they would not:

208.1. impair the driver's view;

208.2. impair vehicle stability and interfere with driving it;

208.3. cover exterior lights, light reflectors, number plates, vehicle markings, and signals indicated by the vehicle;

208.4. fall, be dragged, make any noise, or pollute the road and environment;

208.5. cause danger to people or property and damage road installations and traffic control devices.

209. A driver shall immediately correct any deficiencies in the arrangement and/or securing of loads, and if it is not possible, the driver shall not continue to drive.

210. Any motor vehicle carrying a load which extends beyond the front and rear of the vehicle by more than 1 m or beyond the side of the vehicle must have the extremities of the load marked as provided for in Annex 4 to these Rules.

211. Ceased to be valid

212. Transportation of hazardous substances and products appearing on the list of hazardous substances drawn up by the UN Committee of Experts must comply with the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and other legislation regulating the transportation of dangerous loads.

213. The vehicle must not proceed until infringements of transporting heavy and/or oversized loads and dangerous goods that pose threat to people and the environment are eliminated.

XXVIII. VEHICLE TOWING AND CARRYING

214. A vehicle towed using a flexible towing link may be driven only by persons authorized to drive the vehicle. A vehicle with a broken down steering mechanism may be towed only on the platform of the towing vehicle or on a special supporting device.

215. The flexible tow strap must be 4–6 m long, it must be marked with bright-coloured flags (marker boards) or it must be of bright colour and at least 50 mm wide. A rigid towing structure must not be longer than 4 m.

216. The vehicle being towed or carried with the front or rear part of it resting on a supporting device must have its hazard warning lights on at any time of the day. If there are no hazard warning lights or they are out of order, a warning triangle must be affixed to the rear part of the vehicle being towed or to the part of the vehicle being carried facing the opposite direction of vehicle movement and it should be visible to other road users.

217. The following vehicle towing and transporting practices shall be prohibited:

217.1. towing a vehicle with a broken down steering mechanism by use of flexible tow strap or a rigid structure;

217.2. towing a vehicle using a tow rope on black ice or snow, also towing a vehicle whose main brakes are broken;

217.3. towing a vehicle by use of a flexible tow strap or a rigid structure without a driver inside the vehicle being towed;

217.4. if a part of the vehicle rests on a supporting device when the laden weight of the towed vehicle exceeds half of the towing vehicle's laden weight unless otherwise specified by the manufacturer of the towing vehicle;

217.5. towing a vehicle with broken brakes and the laden weight of the towed vehicle exceeding half of the towing vehicle's laden weight by use of a rigid tow structure;

217.6. towing more than one motor vehicle, tractor, and self-propelled vehicle; 220.7. towing motorcycles without a side car and using such motorcycles to tow other vehicles;

217.7. towing motorcycles without a sidecar and using such motorcycles to tow other vehicles;

217.8. towing mopeds and using mopeds to tow other vehicles;

217.9. towing by use of flexible tow strap on roads signposted as MOTORWAY or HIGHWAY;

217.10. carrying a vehicle with part of it resting on a dolly.

218. The driver of the towing vehicle is responsible for ensuring that the requirements of this Chapter are observed.

XXIX. OBLIGATIONS OF ROAD USERS IN THE EVENT OF A ROAD ACCIDENT

219. In the event of a road accident every driver involved or any other road user must:

219.1. stop immediately without causing additional hazard to other road users and mark the road accident site as required by paragraphs 91.2 and 92;

219.2. take all possible measures to ensure traffic safety at the accident scene and, if the police is called to the accident scene, prevent (without causing danger to traffic) any changes to the road accident circumstances and preserve the traces of the accident;

219.3. produce the driver's license, vehicle registration and mandatory technical inspection documents, motor third party liability insurance policy or other documents held by the person if so required by other road users involved in the road accident;

219.4. in the event of death or injury, report the traffic accident to the police and stay at the accident scene or, after notifying the police, return to the scene and wait for the police to arrive, unless the police gave the permission to abandon the accident scene or the casualty or the person who has reported the accident require first aid;

219.5. take all necessary measures to give first aid to the casualties, call the ambulance or, where calling the ambulance or delivering the casualties to a health care institution by other transport is impossible, take them to the nearest health care institution in a personal vehicle, unless transportation would endanger their life or health.

220. If no deaths or injuries occurred in the road accident and road users involved in the accident agree on the accident circumstances and do not call the police to the accident scene, the road users involved in the accident must draw the accident sketch, describe the accident circumstances in writing and have it signed by all road users involved in the accident. If none of the road users involved in the accident have the Road Accident Reporting Form, the accident circumstances may be described and the accident sketch may be drawn on a blank sheet of paper, where all road users involved in the accident, their vehicles and witnesses are listed, and all details and circumstances of the accident are confirmed by the signatures of the road users involved in the accident. Where the circumstances of the accident are disputed the police must be called to the accident scene.

221. The road users involved in the accident must not use any psychoactive substances (alcohol, narcotic drugs, psychotropic substances and other intoxicants) immediately after the accident until their sobriety or intoxication is proven or the refusal to take a test is obtained.

222. If the road accident causes only property damage and the injured party is not present at the scene of accident, the road user involved in the road accident must immediately report the accident to the police.

XXX. REQUIREMENTS FOR VEHICLES

223. Vehicles moving on roads must comply with the technical requirements applicable in the Republic of Lithuania when performing mandatory technical inspection of vehicles.

224. Only motor vehicles and trailers that are in good repair, except in the cases provided for in these Rules, may participate in public traffic in the Republic of Lithuania. Short-term (one-day) participation in public traffic is allowed pursuant to the prescribed procedure to vehicles and trailers marked by temporary



license plates the registered owners (keepers) of which have obtained motor third party liability insurance and have paid the fees and taxes applicable to vehicles or road use.

225. Each motor vehicle, tractor, self-propelled vehicle and trailer must have license plates assigned to them during the registration and affixed in a designated place on a vertical plane.

226. Motor vehicles and trailers that are registered pursuant to the prescribed procedure, have up-to-date mandatory motor vehicle inspection certificates (including vehicles which have a permit to go to a mandatory motor vehicle inspection station for a roadworthiness test), and whose keepers have the Compulsory Motor Third Party Liability Insurance and have paid the fees and taxes applicable to vehicles or participation in public traffic may participate in public traffic of the Republic of Lithuania.

227. The required technical condition, registration, and compulsory insurance of motor vehicles and trailers participating in public traffic shall be ensured by vehicle keepers.

228. Vehicles with a crawler undercarriage are prohibited from travelling along roads with asphalt or concrete pavement, except for vehicles that have track pads or rubber tracks that do not damage asphalt or concrete pavement.

229. Vehicles with studded tyres must not be used from April 10 to October 31. During the warm season, it is recommended to use vehicles with summer tyres. If the winter conditions are prolonged, the order of the Minister of Transport and Communications could extend the use of studded tyres.

230. From 10 November to 31 March motor vehicles other than mopeds, motorcycles, tricycles, all types of quadricycles, and trailers must not be operated with summer tyres. Mopeds, motorcycles, tricycles, and all types of quadricycles with summer tyres must not be operated in December–February as well as in March–November if any part of a carriageway is covered in snow or ice.

231. Each motor vehicle (except for a mopeds and motorcycles without a sidecar), tractor or self-propelled vehicle in traffic must carry a warning triangle, fire extinguisher and first-aid kit. Each motor vehicle, tractor or self-propelled vehicle in traffic must carry a bright-coloured vest with reflective elements or safety reflector.

232. Each vehicle in traffic having seat belts (places for fixing them) provided in the vehicle design must be fitted with seat belts.

233. It is forbidden to install on the vehicle devices and objects that interfere with the measurement of speed.

234. Drivers must not drive a motor vehicle, a tractor, or a self-propelled vehicle with:

234.1. defective foot brake (the driver cannot stop the vehicle);

234.2. defective steering mechanism (the driver cannot control the vehicle);

234.3. defective vehicle and trailer coupling device;

234.4. defective windshield wiper on the driver's side in snow, rain or fog;

234.5. faulty front left-side lamps (dipped-beam headlamp and fog lamp) during the hours of darkness or when visibility is poor, and in the event of failure of at least one rear position lamp, with faulty (switched off) hazard warning lights or if a warning triangle is not affixed to the rear of a vehicle.

235. Drivers of motor vehicles, tractors, and self-propelled vehicles must ensure that their vehicles do not exceed the noise levels provided for in legal acts.

XXXI. FINAL PROVISIONS

236. Persons who infringe these Rules shall be held liable in accordance with the procedure prescribed by the laws.

ROAD SIGNS

I. DANGER WARNING SIGNS

1. The following danger warning signs give warning to the drivers of a dangerous section of road where special precautions must be taken:

No	Name	Example	Explanation
101	Level-crossing with gates		Level-crossing with a lifted barrier ahead
102	Level-crossing without gates		Level-crossing without a lifted barrier ahead
103	Swing bridge		Swing bridge ahead
104	Quay		Entry into a quay or river bank
105	Children		A road section (near kindergartens, schools, playgrounds, etc.) where there may be children on the carriageway
106	Road works		Road section where road work is in progress
107	Intersection		Uncontrolled intersection ahead
108	Intersection with a side road		A side road intersects the main road ahead
109	Side road on the right		A side road connects to the main road on the right ahead

No	Name	Example	Explanation
110	Side road on the left		A side road connects to the main road on the left ahead
111	Roundabout		Intersection in which vehicles must move in a circle
112	Light signals		Intersection, pedestrian crossing or section of road where traffic is controlled by lights
113	Right bend		Right bend of small radius or limited visibility
114	Left bend		Left bend of small radius or limited visibility
115	Double bend		Road section with small radius or limited visibility bends. The first bend is to the right
116	Double bend		Road section with small radius or limited visibility bends. The first bend is to the left
117	Dangerous descent		

No	Name	Example	Explanation
118	Steep ascent		
119	Slippery road		Road section where the carriageway may be more slippery than before
120	Uneven road		Road section with uneven carriageway (dips, bumps, potholes, uneven junctures with bridges etc)
121	Loose gravel		Improved section of road where gravel, loose chippings etc. may be thrown up by the wheels
122	Dangerous shoulder		Road section where the shoulder is unsteady and potholed
123	Carriageway narrows		Carriageway narrows on both sides
124	Carriageway narrows on right		Carriageway narrows on the right-hand side
125	Carriageway narrows on left		Carriageway narrows on the left-hand side
126	Two-way traffic		Start of carriageway with opposing traffic
127	Pedestrian crossing		Pedestrian crossing indicated by special regulation signs Pedestrian Crossing and marking lines 1.13.1-1.13.3 or only by special regulation sign Pedestrian Crossing
128	Pedestrians		Road section where pedestrians may walk along or across the carriageway (shoulder)
129	Crossroads with a cycle track		Cycle track crosses the road
130	Cattle crossing		Road section with potential danger of animals crossing the road ahead

No	Name	Example	Explanation
131	Wild animals		Warns of a stretch of road where there is a high probability of wild animals crossing the road
132	Falling rocks		Road section where avalanches, landslides and falling rocks are possible
133	Cross-wind		
134	Airfield		Road section above which airplanes are taking off or landing
135	Traffic congestion		Road section where traffic congestion may cause driving difficulty
136	Many road accidents		Road section where many road accidents occur
137	Other dangers		Road section where there are dangers other than those indicated by other signs
138	Single-track railway		A level crossing without a lifted barrier across the single track railway. The sign shall be posted just before the level crossing
139	Multi-track track railway		A level crossing without a lifted barrier across a railway with two or more tracks. The sign shall be posted just before the level crossing
140	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted furthest from the level crossing on the right side of the road
141	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted on the right side of the road
142	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted closest to the level crossing on the right side of the road
143	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted furthest from the level crossing on the left side of the road

No	Name	Example	Explanation
144	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted on the left side of the road
145	Level crossing ahead		Warning of a level crossing ahead outside a built-up area. The sign shall be posted closest to the level crossing on the left side of the road
146	Sharp deviation of route to right		Driving direction on bending road with limited view and small radius, on a narrowing road or at a road repair or construction site
147	Sharp deviation of route to left		Driving direction on bending road with limited view and small radius, on a narrowing road or at a road repair or construction site
148	Parting of traffic directions		Driving directions at a T junction, branching roads or at a road repair or construction site
149	Deflecting post		Marks traffic lanes and driving trajectory in road work zones
150	Rutting		Road section with longitudinal ruts
151	Speed hump ahead		Warns about a speed hump (bump, etc.) installed on the road

2. A dangerous section of the road marked with the warning signs No. 101–137, 150, and 151 begins after 50–100 m in a built-up area and 150–300 m outside a built-up area from the point where the warning sign is placed. If the aforementioned warning signs are placed together with the additional panel 'Distance to Object', a dangerous section of the road begins after the distance indicated in the additional panel 'Distance to Object'. If the aforementioned warning signs are placed together with the additional panel 'Validity Zone Ahead', this panel indicates the length of a dangerous section of the road which begins after 50–100 m in built-up areas and 150–300 m outside built-up areas from the point where the warning sign is placed.

II. PRIORITY SIGNS

3. The following priority signs notify the driver of the priority in uncontrolled intersections, crossroads or narrow sections of road:

No	Name	Example	Explanation
201	Priority road		A road where the drivers of vehicles moving along that road have priority in uncontrolled intersections
202	End of priority		End of road marked with sign 201
203	Give way		The driver must give way to vehicles travelling along the road being crossed. If additional panel 843 'Direction of Priority Road' is placed below the sign, the driver must give way to vehicles travelling along the priority road
204	Stop		Drivers must not proceed without stopping at the STOP line, or at the edge of the intersected carriageway if there is no STOP line. The driver must give way to vehicles travelling along the road being crossed and, if the additional panel 843 'Direction of Priority Road' is present, also to vehicles travelling along the priority road
205	Priority for oncoming traffic		The driver must not enter the narrow section of road if the vehicle could cause an obstruction to oncoming traffic. The driver must give way to vehicles travelling along the narrow section of road or approaching it in the opposite direction
206	Priority over oncoming traffic		A narrow section of road where the driver has priority over vehicles approaching in the opposite direction

III. RESTRICTIVE SIGNS

4. The following restrictive signs either prohibit something or cancel the prohibitions:

No	Name	Example	Explanation
301	No entry		Entry is prohibited for all vehicles except for public service vehicles
302	Traffic prohibited		Vehicular traffic is prohibited, except for public service vehicles and vehicles marked with the distinguishing sign 'Disabled' or a parking card for people with disabilities

No	Name	Example	Explanation
303	No entry for motor vehicles		Motor vehicles, tractors, and self-propelled vehicles, except for mopeds, motorcycles without sidecars, public service vehicles, service vehicles, and vehicles marked with the distinguishing sign 'Disabled' or a parking card for people with disabilities, are prohibited from entering.
304	No entry for goods vehicles		Entry for goods vehicles and combinations of vehicles with permissible maximum mass above 3.5 tonnes or the weight specified in the sign, as well as tractors and self-propelled vehicles, except service transport, is prohibited
305	No entry for motorcycles		Entry for motorcycles, light quadricycles and quadricycles, except service transport, is prohibited. This sign applies to tricycles, quadricycles and heavy quadricycles
306	No entry for tractors		Entry for tractors and self-propelled vehicles, except for service transport, is prohibited
307	No entry for vehicles drawing trailers		Entry for goods vehicles and tractors with trailers, as well as towing of motor vehicles by goods vehicles and tractors is prohibited
308	No entry for animal-drawn vehicles		Entry for animal-drawn carriages (sledges), horse riders and guided cattle is prohibited
309	No entry for cycles		Cycling prohibited
310	No entry for pedestrians		Pedestrians must not walk on the side of the road where the sign is placed
311	No entry for vehicles carrying dangerous goods for which special sign plating is prescribed		Entry for vehicles carrying more dangerous goods permitted under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and for which special sign plating is prescribed is prohibited
312	No entry for indicated categories of vehicles		The sign stands for several restrictive signs and prohibits entry for those categories of vehicles entry of which would be prohibited by respective signs separately
313	No entry for indicated categories of vehicles		The sign stands for several restrictive signs and prohibits entry for those vehicles/road users entry of which would be prohibited by respective signs separately. This sign shall be set up only in built-up areas

No	Name	Example	Explanation
314	Vehicle weight limit		Entry for vehicles and combinations of vehicles the total laden weight or unladen weight of which exceeds the weight indicated on the sign is prohibited
315	Axle load limit		Entry for vehicles with at least one axle load exceeding the weight indicated on the sign is prohibited
316	Height limit		Entry for vehicles the height of which with or without the load exceeds the height indicated on the sign is prohibited
317	Width limit		Entry for vehicles the width of which with or without the load exceeds the width indicated on the sign is prohibited
318	Length limit		Entry for vehicles and combinations of vehicles the length of which with or without the load exceeds the length indicated on the sign is prohibited
319	Minimum Distance		Vehicles must not drive behind the vehicle in front closer than the distance indicated on the sign
320	Customs		Passing without stopping at the sign is prohibited. Vehicles may proceed only with the permission of the customs officer
321	Check point		Passing without stopping at the sign is prohibited. Vehicles may proceed only with the permission of the inspecting officer
322	No right turn		Applies at the crossroads before which the sign is posted. Does not apply to public service vehicles
323	No left turn		Applies at the crossroads before which the sign is posted. Does not apply to public service vehicles and does not prohibit turning around

No	Name	Example	Explanation
324	No U-turn		Does not apply to public service vehicles and does not prohibit left turn
325	Overtaking prohibited		Overtaking of vehicles is prohibited, except for individual vehicles (individual vehicle combinations) travelling slower than 30 km/h
326	End of prohibition of overtaking		
327	Overtaking by goods vehicles prohibited		Goods vehicles having a permissible maximum mass exceeding 3.5 tonnes must not overtake other vehicles except for individual vehicles (individual vehicle combinations) travelling slower than 30 km/h. This sign applies to tractors and self-propelled vehicles
328	End of prohibition of overtaking by goods vehicles		
329	Speed limit		Vehicles must not drive faster than the speed (km/h) indicated on the sign
330	End of speed limit		
331	Use of audible warning devices prohibited		Audible signals must not be used except when necessary to avoid a road accident
332	No stopping		Vehicles must not stop or stand on that side of the road where the road sign is placed, except for stopping at bus stops. The road sign does not apply to vehicles marked with the distinguishing sign 'Disabled' or a parking card for people with disabilities. If the sign is used in combination with the road marking line 1.4, it shall apply until the end of the line is reached
333	No parking		Vehicles must not be parked on that side of the road where the sign is placed. Prohibition shall not apply to vehicles marked with the distinguishing mark Disabled or displaying a parking card for persons with disabilities as well as for licensed taxis with a running taximeter. When the sign is used in combination with road marking line 1.9, the prohibition shall apply until the end of the line

No	Name	Example	Explanation
334	Parking on odd days prohibited		Parking of vehicles on the side of the road where the sign is placed on odd days of the month is prohibited. When signs 334 and 335 are placed on both sides of the road, vehicles must be moved from one side to the other side between 7 p.m. and 9 p.m.
335	Parking on even days prohibited		Parking of vehicles on the side of the road where the sign is placed on even days of the month is prohibited. When signs 334 and 335 are placed on both sides of the road, vehicles must be moved from one side to the other side between 7 p.m. and 9 p.m.
336	End of Restrictions		Marks the point at which prohibitions notified by signs 319, 325, 327, 329 and 331–335 cease to apply
337	No entry for mopeds		Entry for mopeds is prohibited except for service transport. This sign applies to light quadricycles
338	No entry for vehicles carrying more than a certain quantity of explosives or readily inflammable substances		Carriage of explosives, flammable gas and flammable liquids exceeding the permissible amounts under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is prohibited
339	No entry for vehicles carrying more than a certain quantity of substances liable to cause water pollution		Carriage of water polluting substances exceeding the permissible amounts under the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) is prohibited
340	No Entry for Motorised Two-Wheeled Vehicles		Driving motorised two-wheeled vehicles is prohibited.
341	No Entry for Motorhomes and Caravans		Driving motorhomes or caravans is prohibited.

5. Prohibitions indicated by restrictive signs (Nos. 319, 325, 327, 329, and 331–335) having zonal validity apply from the point where the restrictive sign is placed to the nearest intersection (including the area of the intersection) or crossroads (including the area of the crossroads), which are marked with priority road signs or the following road signs: 'Uncontrolled Intersection', 'Intersection with a Side Road', 'Side Road on the Right', 'Side Road on the Left', or 'Roundabout', after the restrictive sign, and in a built-up area, if there is no indicated intersection or crossroads, until the end of the built-up area marked with the special regulation sign 'End of Built-Up Area' is reached.

5¹. Prohibitions indicated by restrictive signs (Nos. 332–335) having zonal validity also apply from the point where the restrictive sign is placed to other restrictive signs (Nos. 332–335) or special regulation signs (Nos. 528–532).

6. When displayed in front of a settlement marked by the directional sign "Start of settlement", the prohibitive sign "Speed Limit" shall remain in force until this directional sign is displayed, but the zone of validity of the prohibitive sign may be reduced by the display of another prohibitive sign "Speed Limit" with a different speed limit.

IV. MANDATORY SIGNS

7. Mandatory signs shall be the following:

No.	Name	Example	Explanation
401	Drive straight		Vehicles are permitted to proceed only straight ahead. The sign set up at the beginning of the road section applies until the nearest intersection. It does not prohibit turning right to enter the bordering territories. The sign set up before the intersection applies only in that crossroad at the entrance to which it is placed. This sign does not apply to public service vehicles
402	Drive to the right		Vehicles are permitted to proceed only in the direction of the arrow. The sign applies only to the crossroads at the entrance to which it is placed. This sign does not apply to public service vehicles
403	Drive to the left		Vehicles are permitted to proceed only in the direction of the arrow and turn around. The sign applies only to the crossroads at the entrance to which it is placed. This sign does not apply to public service vehicles
404	Drive straight ahead or turn right		Vehicles are permitted to proceed only in the direction of the arrows. The sign applies only to the crossroads at the entrance to which it is placed. This sign does not apply to public service vehicles
405	Drive straight ahead or turn left		Vehicles are permitted to proceed only in the direction of the arrows and turn around. The sign applies only to the crossroads at the entrance to which it is placed. This sign does not apply to public service vehicles
406	Turn right or left		Vehicles are permitted to proceed only in the direction of the arrows and turn around. The sign applies only to the crossroads at the entrance to which it is placed. This sign does not apply to public service vehicles
407	Pass on the right side		The obstacle must be passed only on the right side
408	Pass on the left side		The obstacle must be passed only on the left side
409	Pass on the right or left side		The obstacle may be passed on the right or left side
410	Roundabout		Vehicles must follow the direction at the roundabout indicated by the arrows

No.	Name	Example	Explanation
411	Cycle track		Only cyclists are allowed.
412	Footpath		Track reserved for pedestrians. Must be used by pedestrians if it runs along the road
413	Pedestrian and cycle track		Track reserved for pedestrians and cyclists. When the symbols of the cycle and pedestrians are placed not one above the other but are separated by a vertical line through the centre of the sign, road users must use the side of the track reserved for them (as indicated by the sign). Pedestrians and cyclists must use the track if it runs along the road
414	Minimum speed limit		Vehicles must not drive slower than the speed (km/h) indicated on the sign
415	End of minimum speed limit		
416	Vehicles carrying dangerous goods must drive straight ahead		Vehicles carrying dangerous goods are allowed to travel only straight ahead

V SPECIAL REGULATION SIGNS

8. The following special regulation signs establish or cancel a certain traffic procedure:

No	Name	Example	Explanation
501	Motorway		A road where the special rules to be observed on a motorway begin to apply
502	End of motorway		End of the road where the special rules to be observed on a motorway apply

No	Name	Example	Explanation
503	One-way traffic		Road or carriageway, where vehicular traffic moves in one direction over the whole width
504	End of one-way traffic		
505	Entrance to one-way road		Notifies about entrance into one-way road or carriageway
506	Entrance to one-way road		Notifies about entrance into one-way road or carriageway
507	Traffic directions in the intersection		Notifies about the number of lanes and the directions which must be followed by each lane. When left turn is allowed, turning around from the left side lane is also allowed
508	Traffic direction in the intersection: straight ahead		At an intersection, indicates the direction of traffic permitted in that lane
509	Traffic direction in the intersection: to the right		At an intersection, indicates the direction of traffic permitted in that lane
510	Traffic direction in the intersection: to the left		At an intersection, indicates the direction of traffic permitted in that lane. When a left turn is permitted, a U-turn is permitted from the left-hand outermost lane
511	Traffic direction in the intersection: straight ahead or to the right		At an intersection, indicates the direction of traffic permitted in that lane
512	Traffic direction in the intersection : straight ahead or to the left		At an intersection, indicates the direction of traffic permitted in that lane. When a left turn is permitted, a U-turn is permitted from the left-hand outermost lane
513	New lane starts on the right		Additional lane or beginning of the deceleration lane. Vehicles leaving the road must change lanes and move to the deceleration lane; vehicles travelling up the hill, which cannot move faster than vehicles going behind them, must change lanes and move to the additional lane
514	New lane starts on the left		Beginning of the additional traffic lane on the left side and the number of lanes for driving in that direction

No	Name	Example	Explanation
515	Closure of right lane		Closure of the additional lane or acceleration lane
516	Closure of left lane		Closure of the lane on the left side of the carriageway
517	Directions of traffic on the lanes		Notifies about the directions of traffic movement on the lanes
518	Directions of traffic on the lanes		Notifies about the directions of traffic movement on the lanes
519	Directions of traffic on the lanes		Notifies about the directions and trajectory of traffic movement on the lanes
520	Directions of traffic on the lanes and restrictions		Restrictive or special regulation requirements indicated on the sign apply to the vehicles travelling on that lane until the nearest intersection ahead
521	Beginning of lane and restrictions		Vehicles subject to restrictions indicated in the sign must change lanes and move to the new lane
522	Traffic in Lanes		It indicates that the right-hand lane at the intersection is designated for vehicles entering the road. Other drivers may enter this lane only after the intersection. The first road sign is used on the main road. The second is used on a side road that joins the main road
523	Lane reserved for public service vehicles		Notifies that the lane is reserved for public service vehicles travelling in the same direction as all other vehicles. When a sign is used with supplementary tables indicating the validity period, it indicates that the lane for public service vehicles is valid at the times indicated
524	Road with a lane reserved for public service vehicles		Notifies that public service vehicles travel on a specially reserved lane in the opposite direction. When a sign is used with supplementary tables indicating the validity period, it indicates that the lane for public service vehicles is valid at the times indicated

No	Name	Example	Explanation
525	Entry to the road with a lane reserved for public service vehicles		Notifies about entering the road marked with a sign 'Road with a lane reserved for public service vehicles'
526	Entry to the road with a lane reserved for public service vehicles		Notifies about entering the road marked with a sign 'Road with a lane reserved for public service vehicles'
527	Place for turning around		A place for turning around in places other than intersections
528	Parking		Place for vehicle parking
529	Time-Limited Parking		Parking place where drivers are allowed to park their vehicle for no longer than the period indicated
530	Parking at indicated time		Parking place where motor vehicles may park only at the time indicated on the sign, except for vehicles marked with the distinguishing mark Disabled or displaying a parking card for persons with disabilities
531	Reserved parking place		Parking place reserved for vehicles holding a parking permit. If it is not an e-permit, it shall be affixed to the inside of the windscreen
532	Parking place and public service vehicles		Parking place with a bus stop next to it. Drivers may leave their vehicles here and continue their journey by public service vehicles
533	Pedestrian crossing		A place for crossing the road
534	Pedestrian crossing		A place for crossing the road

No	Name	Example	Explanation
535	Pedestrian underpass		
536	Pedestrian underpass		
537	Pedestrian overpass		
538	Pedestrian overpass		
539	Advisory speed		The speed at which it is advisable to drive in the section of road to the nearest intersection. When the sign is set up together with a warning sign, the recommendation applies in the dangerous section of road
540	No parking zone		Vehicles must not be parked on any of the roads in the area after the sign at the time indicated on the sign or at any time if no time is indicated, except for places designated for parking and signposted accordingly
541	Parking zone		Vehicles may park on all roads in the area after the sign. If time is indicated on the sign, the sign is effective only at that time
542	Limited speed zone		Vehicles must not drive faster than the speed (km/h) indicated on the sign on all roads in the area after the sign. If time is indicated on the sign, the sign is effective only at that time
543	End of no parking zone		Marks the point from which forward sign 540 ceases to apply
544	End of parking zone		Marks the point from which forward sign 541 ceases to apply

No	Name	Example	Explanation
545	End of limited speed zone		Marks the point from which forward sign 542 ceases to apply
546	Tunnel		Vehicles must not reverse, make U-turns, stand, or park in the tunnel. The driver must switch off the engine if traffic stops
547	End of tunnel		Marks the point from which forward sign 546 ceases to apply
548	Bus stop		Stop place for public service vehicles
549	Taxi Rank		Standing place for taxi cars
550	Beginning of built-up area		Beginning of a urban area in which the requirements of the Road Traffic Regulation (hereinafter referred to as 'the Regulation') governing traffic in built-up areas apply
551	End of built-up area		Notifies about the point from which forward special rules to be observed in a built-up area cease to apply
552	Residential area		Special rules to be observed in a residential area begin to apply after this sign
553	End of residential area		Notifies about the point from which forward special rules to be observed in a residential area cease to apply

No	Name	Example	Explanation
554	STOP line		Indicates the point where vehicles must stop at the red light or the traffic officer's signal to stop
555	Motor vehicle road		A road where special rules to be observed on highways apply
556	End of motor vehicle road		End of the road where special rules to be observed on highways cease to apply
557	Raised safety island		Raised safety island installed on the road
558	Emergency stopping only		An area for emergency stopping of a vehicle
559	Cycle Street		The requirements of the Rules establishing traffic regulations on a cycle street apply on the road beyond the road sign
560	End of Cycle Street		A place from which the requirements of the Rules establishing traffic regulations on a cycle street cease to apply.

8¹. Parking rules indicated by special regulation signs (Nos. 528–532) having zonal validity apply from the point where the special regulation sign is placed to the nearest intersection or crossroads, which are marked with priority road signs or the following road signs: 'Uncontrolled Intersection', 'Intersection with a Side Road', 'Side Road on the Right', 'Side Road on the Left', or 'Roundabout', after the special regulation sign, and in a built-up area, if there is no indicated intersection or crossroads, until the end of the built-up area marked with the special regulation sign 'End of Built-Up Area' is reached.

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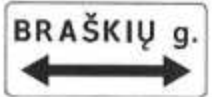
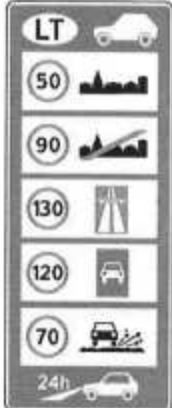
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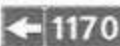
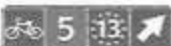
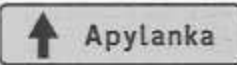
8². Parking rules indicated by special regulation signs (Nos. 528–532) having zonal validity also apply from the point where the special regulation sign is placed to other special regulation signs (Nos. 528–532) or restrictive signs (Nos. 332–335).

VI. INFORMATION SIGNS

9. Information signs shall be the following:

No	Name	Example	Explanation
601	Advance direction sign		Directions to build-up areas indicated on the sign. The signs may bear route numbers, symbols for a motorway or airport and other signs informing road users of the characteristics of the route or of traffic conditions. The sign shall be placed on motorways in advance, and the distance to the intersection shall be indicated at the bottom of the sign
602	Advance direction sign		Directions to build-up areas indicated on the sign. Distance to the intersection shall be indicated at the bottom of the sign
603	Advance direction sign		Directions to build-up areas or their parts indicated on the sign. Distance to the intersection shall be indicated at the bottom of the sign
604	Advance direction sign		Indicates traffic directions to the settlements indicated on the road sign
605	Direction sign		The direction of traffic and the distance to built-up areas
606	Direction sign		The direction of traffic and the distance to built-up areas
607	Direction sign		The direction of traffic and the distance to built-up areas or their parts
608	Directions sign		Several directions of traffic and distances
609	Driving diagram		The route to be followed when manoeuvring in the intersection is prohibited, or the direction of driving in a complicated intersection
610	Drive straight ahead		Goods vehicles, tractors and self-propelled vehicles are advised to drive straight ahead when travelling in one of the possible directions in the intersection is not allowed
611	No through road		A road that has no exit at one end

No	Name	Example	Explanation
612	Beginning of a built-up area		The beginning and name of a built-up area where special rules to be observed in a built-up area do not apply
613	End of a built-up area		The end of a built-up area marked with a road sign "Start of built-up area", the name of another built-up area and the distance to it
614	Name of the body of water		The name of a river, lake or another body of water. The sign may have a blue or green ground depending on the place where it is set up
615	Name of an object		Place name and border of a county or district municipality
616	Street name		The sign placed before the intersection specifies the name of the street running across
617	Street name		Specifies the name of the street
618	Distance index		The distances (km) to indicated built-up areas (towns)
619	General speed limits		Information about maximum speed limits and other requirements
620	Kilometre mark		The distance from the beginning or end of the road
621	Kilometre mark		The distance from the beginning or end of the road. The sign shall be set up only on motorways
622	Road or bicycle track number		Indicates a number given to the road (route) or bicycle track. A green colour sign indicates the number of international roads, red colour indicates trunk roads, yellow colour indicates national roads, and blue colour indicates regional roads. A road sign with a dashed border indicates the direction of travel to the road with that number. A road sign in red used in conjunction with a road sign designating a cycle route shall indicate the number of the national cycle route and a road sign with the symbol of the European Union flag shall indicate the number of the international cycle

No	Name	Example	Explanation
623	Road or bicycle track number and direction	    	Indicates a number given to the road (route) or bicycle track. The sign with a dashed border shows the direction of driving to the road bearing that number
624	Detour diagram		Indicates the temporarily closed section of the road and the detour route
625	Detour direction		Indicates the direction of driving straight ahead to detour a temporarily closed section of road and notifies the drivers of the beginning of the detour. The symbols of signs „No through road“ specify which of the roads is closed. Further on the route signs 626 should be followed
626	Detour direction		Indicates the direction of travel of vehicles passing on the closed section of the road according to road sign 625. Drivers who have not passed through sign 625 shall be informed that they are in the path of other vehicles
627	Lane changing arrow		Indicates the direction of driving on roads
628	Directional arrow to a tourist attraction	 	Indicates the direction and the distance to a cultural or historical site
629	Name of an attraction		Name of an attraction
635	Republic of Lithuania		The road sign shall be placed at border crossing points

No	Name	Example	Explanation
636	Advanced Traffic Management System		A road section where stationary (fixed) speed enforcement systems or other automated devices recording violations have been installed.

VII. SERVICE SIGN

10. The service signs shall be the following:

No	Name	Example	Explanation
701	First-aid station		A place where first aid is given
702	Hospital		
703	Filling station		
704	Breakdown service		Vehicle repair shop
705	Carwash		
706	Telephone		

No	Name	Example	Explanation
707	Canteen		Canteen or restaurant
708	Café		Café or snack-bar
709	Hotel or motel		
710	Camping site		
711	Caravan site		
712	Camping and caravan site		
713	Picnic site		
714	Police station		
715	Rest rooms/toilet		

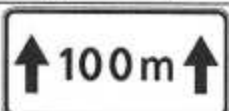
No	Name	Example	Explanation
716	Swimming place		
717	Ceased to be valid		
718	Potable water		
719	Customs		Customs office located in other places than the border
720	Airport		
721	Ceased to be valid		
722	Tourist information		A centre providing tourism, travelling and other information
723	Youth hostel		
724	Rural tourism homestead		
725	Tourist attraction		An object of cultural heritage or nature open to visitors
726	Fishing place		

No	Name	Example	Explanation
727	Golf course		
728	Horse riding		
729	Ski lift		
730	Bus station		A place for serving passengers travelling on regular local, long-distance and international routes by public service vehicles
731	Train station		A place for trains to arrive, distribute, connect, pass and leave, to service passengers and cargo senders (receivers)
732	Vehicle ferry, harbour or quay		A floating bridge or ship used to take vehicles across a sea, lake, river or another body of water. A port or quay may be marked by this sign as well
733	Register of vehicles and drivers		A place where motor vehicles are registered, driving tests are taken and driving licences are issued
734	Mandatory technical inspection station		A place where mandatory technical inspection of vehicles is performed
735	Electric Vehicle Charging Station		A place for charging electric vehicles

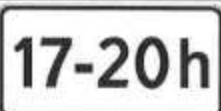
No	Name	Example	Explanation
736	Industrial zone		A place where plants and other industrial facilities are located

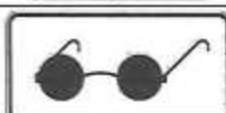
VIII. ADDITIONAL PANELS

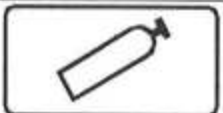
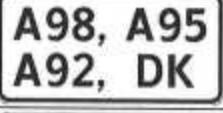
11. Additional panels specify or limit the validity of road signs below which they are placed:

No	Name	Example	Explanation
801	Distance to object		Indicates the direction and distance to an object or the beginning of a dangerous section of road. The direction to the object (section) is straight ahead
802	Distance to object		Indicates the direction to the right and distance to the object or the beginning of a dangerous section of road
803	Distance to object		Indicates the direction to the left and distance to the object or the beginning of a dangerous section of road
804	Distance to intersection		Indicates the distances to the intersection before which the road sign Stop is placed. The panel is only used with the road sign Give Way
805	Zone of validity ahead		Indicates the length of the dangerous section of road or the zone of validity of the road sign below which the panel is attached
806	Zone of validity ahead		Indicates the length of the dangerous section of road or the zone of validity of the road sign below which the panel is attached
807	Zone of validity in both directions		Indicates the zone of validity of road signs
808	End of zone of validity		Indicates the zone of validity of road signs
809	Validity Zone to the Right		It indicates the direction (to the right) and the length of the zone where road signs prohibiting standing or parking and road signs: Nos. 528–532 and 549, apply

No	Name	Example	Explanation
810	Validity Zone to the Left		It indicates the direction (to the left) and the length of the zone where road signs prohibiting standing or parking and road signs: Nos. 528-532 and 549, apply
811	Galiojimo zona į abi puses		Nurodo kelio ženklų, draudžiančių sustoti ar stovėti, ir kelio ženklų Nr. 528-532, 549 galiojimo zonos kryptį (į abi puses) ir ilgį
812	Applies to the Direction to the right		Indicates the directions where road signs 135 and 302-318 placed before the intersection apply or the direction of travelling to the objects located close to the road
813	Applies to the Direction to the left		Indicates the directions where road signs 135 and 302-318 placed before the intersection apply, or the direction of travelling to the objects located close to the road
814	Applies to both Directions		Indicates the directions where road signs 135 and 302-318 placed before the intersection apply, or the direction of travelling to the objects located close to the road.
815	Goods vehicles		A road sign with a panel Goods Vehicles shall apply to goods vehicles and combinations of vehicles the permissible maximum mass of which exceeds 3.5 tonnes
816	Vehicles with trailers		A road sign with a panel Vehicles with Trailers shall apply to vehicles and tractors with trailers
817	Cars		A road sign with a panel Cars applies to all vehicles and goods vehicles the permissible maximum mass of which does not exceed 3.5 tonnes
818	Buses		Indicates the category of vehicles to which the road sign applies
819	Tractors		Indicates the category of vehicles to which the road sign applies. The road sign with a panel Tractors applies only to tractors and self-propelled vehicles
820	Motorcycles		Indicates the category of vehicles to which the road sign applies
821	Bicycles		Indicates the category of vehicles to which the road sign applies
822	Non-Working Days		Indicates that the road sign applies only on Saturdays, Sundays, national holidays and holidays announced by the Government of the Republic of Lithuania

No	Name	Example	Explanation
823	Workdays		Indicates that the road sign applies from Monday till Friday inclusive, except for holidays specified in the Labour Code of the Republic of Lithuania
824	Days of the week		Indicates days of the week when the road sign applies
825	Day of the week		Indicates the day of the week when the road sign applies
826	Time when the sign applies		Indicates when the road sign applies every day during the specified hours
827	Time when the sign applies on non-working days		Indicates the time on holidays when the road sign applies
828	Time when the sign applies on workdays		Indicates the time on workdays when the road sign applies
829	Time when the sign applies on days of the week		Indicates the days and time when the road sign applies
830	Method of parking		Parking of all vehicles is only allowed on the carriageway along the pavement
831	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes and their combinations with a trailer may be parked. Mopeds and motorcycles may be parked along the edge of the carriageway
832	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes and their combinations with a trailer may be parked. Vehicles shall be parked along the edge of the pavement nearest to the carriageway
833	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked
834	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked. Mopeds and motorcycles may be parked along the edge of the carriageway

No	Name	Example	Explanation
835	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked. Vehicles shall be parked along the edge of the pavement nearest to the carriageway
836	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked
837	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked. Mopeds and motorcycles may be parked along the edge of the carriageway
838	Parking Method		Parking is allowed only as shown. Only motor vehicles with a permissible maximum weight not exceeding 3.5 tonnes may be parked. Vehicles shall be parked along the edge of the pavement nearest to the carriageway
839	Parking with engine switched off		Vehicles may stand in the parking place only with engines off
840	Paid services		Indicates that payment for services applies. The panel below sign 626 marks the point from which forward the road is paid
841	Dangerous shoulder		Warns that touching the soft shoulder with wheels is dangerous. Used with warning signs
842	Direction of priority road		Indicates the direction of priority road in the intersection. Is used with the road sign Priority Road. The panel indicates the actual configuration of the intersection. May be used below the road sign Intersection with Side Road
843	Direction of priority road		Indicates the direction of priority road in the intersection. Is used with road signs Give Way or Stop. The panel indicates the actual configuration of the intersection
844	Blind people		Indicates that pedestrian crossing is used by blind people

No	Name	Example	Explanation
845	Wet road surface		Indicates that the road sign below which this panel is used applies only when the surface of the road is wet (moist)
846	People with disabilities		Indicates that the parking place is reserved only for vehicles marked with the distinguishing mark Disabled or displaying a parking card for persons with disabilities
847	Except for People with Disabilities		It indicates that road signs do not apply to vehicles marked with the distinguishing sign 'Disabled' or a parking card for people with disabilities
848	Icy road		The signposted section of road is often slippery due to ice or snow
849	Natural gas	 	Used with the sign Filling Station and indicates that natural gas is available for vehicles in that station
850	Liquefied gas	 	Used with the sign Filling Station and indicates that liquefied gas is available for vehicles in that station
851	Types of fuel		Used with the sign Filling Station and indicates the types of fuel available in the station
852	Mopeds		Indicates the category of vehicles to which the road sign applies
853	Except bicyclists		Indicates that the road signs do not apply to cyclists
854	Electrical vehicles		It indicates that the parking space is designated for electric vehicles only when they are being charged

No	Name	Example	Explanation
855	Except electrical vehicles		Indicates that the road signs do not apply to electrical vehicles
856	Bicycle traffic		It indicates the directions of bicycle traffic
857	Motorhomes and Caravans		It indicates a type of vehicle to which the road sign applies

12. Additional panels must be placed below the road sign they apply to.

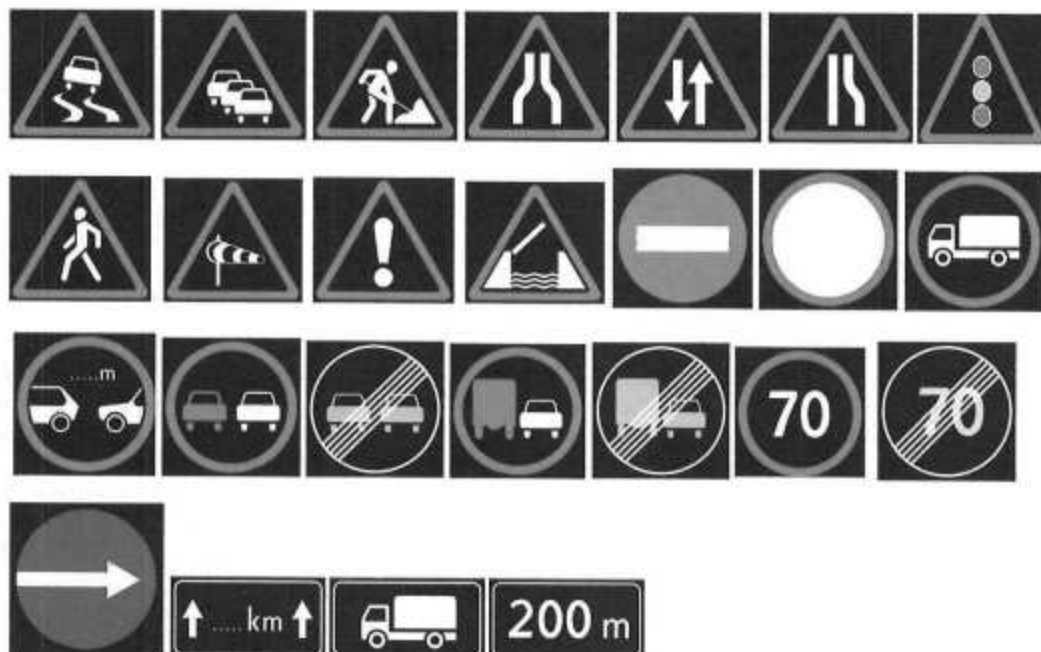
IX. FINAL PROVISIONS

13. Anything not related to the purpose of a road sign or traffic control device must not be attached to the road sign, its post, or any other traffic control device. No information related to a person's business, financial, or professional activities that promote the purchase of goods or use of services (e.g. company name, trademark, type of services provided, address, telephone number, etc.) may be indicated on a road sign.

14. The image of a road sign to be placed may differ from the one shown in this Annex; however, the changes made to the image of the road sign must comply with the requirements specified in the Rules for the Installation and Vertical Marking of Road Signs approved by the Order of the Minister of Transport and Communications.

EXAMPLES OF VARIABLE MESSAGE SIGNS

Variable message signs are regarded as road signs and have the meaning explained in Annex 1 to these Rules.



ROAD MARKING AND ROAD CHARACTERISTICS

I. HORIZONTAL MARKING

1. Longitudinal marking (lines, arrows, words and other symbols on the carriageway) establish a certain traffic regime and procedure:

1.1. **NARROW CONTINUOUS LINE** divides traffic flows moving in opposite directions and prohibits travelling on the lane of traffic moving in the opposite direction on marked section of road; marks edges of traffic lanes in dangerous sections of road, sections of the carriageway entrance to which is not allowed, boundaries of parking places and the edge of the carriageway on main roads. Vehicles are not permitted to cross this line unless it marks the edge of the carriageway or a parking place.



1.2. **BROAD CONTINUOUS LINE** marks the edge of the carriageway and boundaries of no-entry sections on motorways and highways; separates the traffic lane reserved for public service vehicles; separates the traffic lane from a bus stop. Vehicles are not permitted to cross this line unless it marks the edge of the carriageway.



1.3. **DOUBLE CONTINUOUS LINE** divides traffic flows moving in opposite directions on roads with four or more lanes and prohibits travelling on the lanes of traffic moving in the opposite direction on the marked section of road. Vehicles are not permitted to cross this line.



1.4. A yellow solid line marks places where standing or parking is prohibited, and it may also be used to mark lanes where road works take place. Vehicles are not permitted to cross this line. If the yellow solid line is used together with white marking lines, drivers must conform to the yellow solid line.



1.5. **NARROW BROKEN LINE** where the strokes are three times shorter than the gaps, divides traffic flows moving in opposite directions on two or three-lane roads and marks the boundaries of lanes on roads with two or more lanes used for travelling in the same direction. Drivers may cross this line from both sides.



1.6. **APPROACH LINE** is a narrow broken line with strokes three times longer than the gaps which warns about the approach to continuous lines 1.1, 1.3 or 1.10, which separate traffic flows moving in the opposite or the same direction. Drivers may cross this line from both sides.



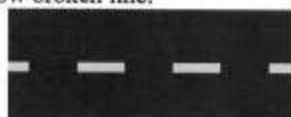
1.7. **NARROW BROKEN LINE** with strokes and gaps of the same length marks lanes in the intersection, points of road entrance (exit) and may also mark carriageway edges on roads that due to traffic conditions may not be regarded as motorways, highways or trunk roads. Drivers may cross this line from both sides.



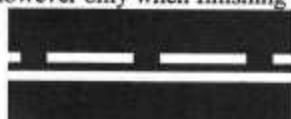
1.8. **WIDE BROKEN LINE** with strokes three times shorter than gaps marks boundaries between acceleration and deceleration lanes and the main traffic lane on the carriageway (in intersections and interchanges). Drivers may cross this line from both sides.



1.9. **YELLOW BROKEN LINE** marks places where parking is forbidden and may also be used for marking lanes in places of road works. It shall be used alone or together with the road sign Standing Prohibited and is drawn along the edge of the carriageway or on the top of the kerb. Drivers may cross this line from both sides. If the yellow broken line is used together with white marking lines, drivers must conform to the yellow broken line.



1.10. **DOUBLE LINE** consisting of two narrow parallel lines, one of which is continuous and the other broken, separates traffic flows going in the opposite or the same direction in sections of road, where changing lanes is allowed only from one lane; marks places of U-turns, entrances and exits to parking lots, one way roads or streets. Drivers may cross this line from the side of the broken line and also from the side of continuous line, however only when finishing to overtake or bypass.



1.11. **WIDE LINE** is drawn transversally on the carriageway (STOP line) and indicates the place where drivers must stop at the road sign Stop (in uncontrolled intersections) or at the red light (stop signal shown by the authorized person).



1.12. **TRIANGLES MARKED SIDE BY SIDE** mark a place where the driver must give way to vehicles travelling on the road being crossed.



1.13. **PEDESTRIAN CROSSINGS:**

1.13.1. **ZEBRA** marks an uncontrolled pedestrian crossing.



1.13.2. **ZEBRA** marks an uncontrolled pedestrian crossing and the arrows indicate the walking direction for pedestrians.



1.13.3. TWO PARALLEL LINES made of rectangles mark a pedestrian crossing where traffic is controlled by lights.



1.14. BICYCLE CROSSING (two parallel lines made of squares) marks an area where a cycle track or cycle lane crosses a carriageway.



1.15. AREAS OF DIAGONAL STRIPES or chevrons painted on the road mark directional islands; it is forbidden to drive on them.



1.16. ARROWS mark driving directions on the lane. This marking is used alone or together with road signs Traffic Directions in Intersection, Traffic Direction in Intersection; 'no through way' marking warns that drivers must not turn to the nearest carriageway; the marking which indicates permission to turn left from the left off side lane also allows turning around.



1.17. DEFLECTING ARROWS give warning of an approaching narrowing carriageway or continuous line 1.1, 1.3 or 1.10, which separates traffic flows moving in different directions. May be used together with any sign Road Narrows or between the strokes of line 1.6 (1.5).



1.18. TRIANGLE notifies of an approaching intersection with a priority road.



1.19. INSCRIPTION STOP notifies of an approaching line 1.11 when it is used together with the road sign Stop.



1.20. LETTERS AND NUMBERS indicate the road number (route).



1.21. The letter 'A' marks a bus stop or a traffic lane designated for public service vehicles only, except for the case specified in Paragraph 182 of the Rules.



1.21¹. The symbol 'A+' marks a traffic lane designated for public service and other vehicles as specified in Paragraph 1811 of the Rules, except for the case specified in Paragraph 182 of the Rules.



1.22. A BROKEN WIDE LINE with stripes and gaps of the same length marks a bus stop, a traffic lane designated for public service vehicles in the areas where those vehicles are allowed to enter/exit, or a cycle lane that may be crossed on both sides.



1.23. BICYCLE SYMBOL marks a cycle lane, bicycle path, or cycle track.



1.24. DISABLED PERSON IN A WHEELCHAIR marks parking places reserved for vehicles marked with the distinguishing mark Disabled or displaying a parking card for persons with disabilities.



1.25. CHECKERED LINE marks artificial bumps (speed ramps) installed on the carriageway to reduce the driving speed.



1.26. DOUBLE BROKEN LINE marks reverse traffic lines in which the direction of the traffic flow is reversed; separates traffic flows going in opposite directions. Vehicles are not permitted to cross that line separating traffic flows going in opposite directions. If this line separates traffic flows going in the same direction, vehicles may cross this line from both sides when green reverse light is on and may cross it on the right side to the driver at the yellow reverse light signal.



1.27. A YELLOW ZIGZAG LINE marks the section/side of the road where standing/parking is prohibited along the entire length of the zigzag.



1.28. The word 'TAXI' and the symbol 'A+' mark a traffic lane designated for public service and other vehicles where taxis are allowed to drive. The word 'TAXI' may be used to mark taxi ranks.



1.29. The symbols '4+' and 'A+' mark a traffic lane designated for public service and other vehicles where cars carrying four or more road users are allowed to drive.



1.30. The electric vehicle and 'A+' symbols mark a traffic lane designated for public service and other vehicles where electric vehicles are allowed to drive. The electric vehicle symbol may be used to mark parking spaces designated for electric vehicles only when they are being charged.



1.30¹. The motorcycle and 'A+' symbols mark a traffic lane designated for public service and other vehicles where motorcycles are allowed to drive.



1.31. The pedestrian symbol is used to mark a footpath or part of the path for pedestrians.



1.32. The area marked with yellow lines (the box junction) at a crossroads marks an area where a vehicle is prohibited from entering if there is an obstruction in or after that area which would force a driver to stop at the crossroads and interfere with the traffic of other vehicles.



1.33. Pedestrian and bicycle symbols one below another mark a footpath and cycle track.



1.34. The warning sign No. 105 'Children' displays a warning about a section of a road where there may be children on a carriageway (near kindergartens, schools, playgrounds, etc.).



1.35. The warning sign No. 127 'Pedestrian Crossing' warns drivers that they are approaching a pedestrian crossing.



Papildyta papunkčiu:

Nr. 744, 2021-09-15, paskelbta TAR 2021-09-20, l. k. 2021-19691

II. VERTICAL MARKING

2. Vertical marking consists of interchanging white and black stripes on road structures and elements of road equipment to indicate their dimensions, help to determine one's position and are marked as follows:

2.1. **OBLIQUE BLACK AND WHITE STRIPES** mark vertical elements of road structures (bridges, viaduct supports, end points of safety barriers etc.) when these elements pose hazard to travelling vehicles.



2.2. **VERTICAL BLACK AND WHITE STRIPES** mark the bottom edge of bridges, viaducts and tunnel structures.



2.3. HORIZONTAL BLACK AND WHITE STRIPES mark signalling devices set up in dividing strip and safety islands.



2.4. WIDE OBLIQUE BLACK LINE marks supports of signalling poles, fencing, road safety barriers etc.



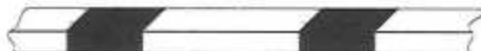
2.5. WIDE HORIZONTAL BROKEN LINES mark lateral surfaces of fencing, road safety barriers on sharp bends, dangerous ascents and other dangerous sections of road.



2.6. HORIZONTAL CONTINUOUS LINE marks lateral surfaces of road safety barriers in other sections of road.



2.7. HORIZONTAL BROKEN BLACK AND WHITE LINES mark street kerbs in dangerous sections of road and raised safety islands.



VEHICLE MARKING DISTINGUISHING AND INFORMATION SIGNS IN VEHICLES

1. It shall be prohibited to cover number plates with protective materials, to bend them or otherwise alter their form; they should not be damaged, dirty, or rusty. In case a bicycle (bicycles) is carried mounted on the rear part of a motor vehicle and/or trailer and covers the number plate, the plate issued by the state enterprise Regitra with state number on it must be affixed to the rear part of the motor vehicle and/or trailer in a visible place.

2. Vehicles registered in the Republic of Lithuania and travelling to other states must carry an LT sticker on the rear end of the vehicle and of the trailer unless the letter code of the state is incorporated in the registration plates. The sticker shall be a white ellipse with black letters LT in the centre. The horizontal axis of the mark must be at least 175 mm long and the vertical axis may not be shorter than 115 mm. The letters must be at least 80 mm high and 10 mm thick.



3. Vehicles coming to the Republic of Lithuania from other countries must be marked by a distinguishing mark of the country where the vehicle is registered unless the letter code of the state is incorporated in the registration plates. Distinguishing marks of vehicles registered in foreign states shall be established by international agreements.

4. Vehicles registered in the Republic of Lithuania must not be operated with the distinguishing mark of another state.

5. Vehicles with studded tyres must bear a distinguishing mark at the rear – a white equilateral triangle with a red border and a symbol of tyre stud in the centre. The length of the triangle side shall be 200–300 mm, and thickness of the border shall be 1/10 of the side length.



6. Buses carrying children must be marked in the front and in the rear with retro reflective square yellow distinguishing marks with a red border and a black symbol of children. The length of the square side shall be 400 mm and the width of the border shall be 40 mm. A smaller sign may be used on the front of the bus: the length of the square side – 300 mm and the width of the border – 30 mm.



7. School buses must be marked in the front and in the rear with retro reflective square yellow distinguishing marks with a red border and a black symbol of children. The length of the square side shall be 300 mm and the width of the border shall be 30 mm. The bus must carry the inscription SCHOOL BUS on both sides. The height of the letters shall be 200 mm. The school bus shall be marked with a 50 mm wide retro reflective tape highlighting the dimensions of the bus: white tape in the front, yellow tape on both sides, and red tape in the rear. Additional flashing orange hazard warning lights shall be placed on each of the four corners of the roof of the vehicle, which shall be turned on only during schoolchildren boarding (alighting) and shall flash in turns on the left and on the right sides of the vehicle.

8. The front and rear of vehicles driven by deaf people may be marked with a circular 160 mm diameter distinguishing sign with three 40 mm diameter black dots displayed on the angles of an imaginary equilateral triangle with a vertex directed downwards.



9. The front and rear of vehicles that are driven by people with disabilities entitled to use the distinguishing sign 'Disabled' or by people carrying them may be marked with blue square distinguishing signs 'Disabled' with a white border and a white symbol of the road sign 'People with Disabilities'. The length of the side of the square shall be 100 mm, and the width of the border shall be 10 mm. Persons entitled to use the distinguishing sign 'Disabled' shall have a document confirming that.



10. Motor vehicles (combinations of vehicles) used for teaching driving must be marked in the front and in the rear by a distinguishing sign having the form of a white equilateral triangle with a red border and a black letter M in the centre. The length of the triangle side shall be 200–300 mm and the thickness of the border shall be 1/10 of the side length.



11. Vehicles that transport hazardous or heavy goods, vehicles (combinations of vehicles), the dimensions of which (with or without a load) exceed the values set forth by the Ministry of Transport and Communications, as well as vehicles the maximum speed of which under the technical specifications is below the maximum speed permitted by these Rules to that category of vehicles must bear a distinguishing speed limit mark on the left side in the rear – a coloured sign Limited Speed indicating the permissible speed. The diameter of the sign shall be 160–250 mm (depending on the vehicle category) and thickness of the border shall be 1/10 of the sign diameter.



12. The extreme points of the load protruding beyond the dimensions of the vehicle more than 1 m in the front or in the rear or any distance to the side as well as extreme points of vehicles wider than 2.6 m must bear distinguishing marks – squares with the side length of 400 mm covered with interchanging oblique reflective white and red 50 mm wide stripes. These plates must be affixed to the vehicle not lower than 0.4 m and not higher than 1.6 m from the ground level. During hours of darkness or when visibility is poor such vehicles must have lights in protruding points: white lights in the front, orange lights on the sides and red lights in the rear.



13. Vehicles carrying hazardous goods must be marked in conformance to the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR). The Agreement stipulates all marking requirements.

14. Long and heavy goods vehicles, buses, and trailers referenced in Regulation No. 70 of the United Nations Economic Commission for Europe shall be marked with certified distinguishing signs of long and heavy vehicles in accordance with the requirements (dimensions, number, arrangement, etc. of the distinguishing signs) of this Regulation.



15. Ceased to be valid

16. All motor vehicles, except mopeds, motorcycles without a sidecar, must carry a warning triangle in the form of an equilateral triangle with 450–500 mm long and 50 mm wide sides made of retro reflective material.



17. If a bus is fitted with seat belts, there may be informative stickers reminding passengers to wear a seat belt in a visible place in front of every seat, on the seat or next to it. A round black and white sign shall have a diameter of 60 mm and a white border of 3 mm.



18. Vehicles driven by new drivers must bear a distinguishing sign on the left in the rear: a white square with a green border and a green maple leaf in the centre. The length of the square side shall be from the length of the sides of the distinguishing sign should be 100–150 mm and the border should equal 1/10 of the side length.

