

SPANISH TRAFFIC LAW



Compiled and commented on by Traffic Police Officers

N332^{es}

Fédération Européenne des **Victimes** de la Route
European Federation of Road Traffic **Victims**

FEVR

since
1991



fevr.org



PREVENCIÓN
DE ACCIDENTES
DE TRÁFICO

50
años
1968-2018

pat-apat.org



aesleme.es



stopaccidentes.org/

N332.es

N332.es

Dedications and thanks

Thank you for downloading this eBook, I hope that you enjoy it.

Remember that you can read this book free of charge thanks to the help of;

- Amanda Thomas
- Jim Taylor
- Jamie Baxter-Pennell
- June McNeil
- Janet Anscombe
- Marian Morgan
- Maureen Daniels
- Kim Stollard
- Mel Bettell

Thanks to the work of all these volunteers, we have managed to publish this ebook with no charge. Enjoy it!

Disclaimer. Please Read :

The information provided in these pages is translated from the official Spanish traffic law, REGLAMENTO GENERAL DE CIRCULACIÓN. The information is provided on an "as is" basis and is in no way intended as a replacement to the official documents and cannot be used in law or in liability. The publishers and the volunteers accept no responsibility for inaccurate elements, nor for incidents which may have developed as a result of the information provided herein. You read this information accepting responsibility, as is always the case, for your own actions and it is up to each individual to ensure that they themselves check any information against the official source. This information is in no way legally binding, nor will any liability be accepted.

You can download the original document here: <https://www.boe.es/buscar/doc.php?id=BOE-A-2003-23514>

Copyright :

A lot of effort has gone into providing the information contained in this document, and the content is protected by copyright law. No part may be reproduced without the express permission of the publishers. More information on this can be obtained via the email address, news@n332.es.

Publication :

This publication has been compiled and commented on by serving traffic police officers. A lot of work has been done by volunteers supporting the project.
The publications is edited by Mark Nolan.

Whatever doubts or questions you have, do not hesitate to send it by email to n332facebook@hotmail.com

Introduction from a Traffic Police Officer:

My name is Francisco Javier Morales Herrera, I am a traffic police motorcyclist and this is my story.

Since 2007, I have been based in the city of Torrevieja (Alicante), located south of the Valencian community, southeast of Spain. A place that, because of its climate and geographical situation, is chosen every year by thousands of people who decide to spend their holidays, or to relocate to Spain.



Over the years, patrolling the roads of the province of Alicante, I have often noticed that foreign drivers are not aware that they are violating traffic laws, leading to infractions or accidents, which could have been avoided with adequate knowledge of the current regulations in our country.

Infractions such as transporting a child under 135cm in the front seat, wearing a Bluetooth earphone in one ear, towing a car behind a caravan or not signalling a load protruding from the rear of a vehicle, are common infractions in Spain committed by foreigners, but in other countries of the European Union they are not sanctionable since they are totally legal practices.

Access to information must be a right to which all citizens have, regardless of their country of origin, so I decided to carry out a translation of the Road Safety Act into English so that no more violations occur or accidents due to lack of knowledge and thus improve road safety on our roads.

Translating the law into English, we can reach millions of people, who can consult our laws before coming to Spain, and be informed about any questions that may arise in terms of traffic issues.

In addition, being an ebook, we can read this law on our mobile device, and consult it at any time. Being in an electronic format, it will allow us to update it instantly with any change or modification that may occur.

As police officers, we are an example of a commitment to society, so we have an obligation and duty to respond to the demands that it poses. Therefore, with a community that currently exceeds 101 nationalities in the province of Alicante, I firmly believe that more than a right, it is almost an obligation to offer them, traffic legislation translated into English.

I hope this eBook helps to improve the safety of our roads, and helps those interested to better understand Spanish traffic law.

Introduction from the editor:

My name is Mark Nolan and currently, I am a journalist, reporter and radio presenter living and working in Spain.

Before leaving the UK, I spent some time as a driving instructor, which naturally included months of intensive training in the processes and laws of driving in the UK, so as to understand, with great intimacy, the rules of the road. The training regime also includes strict theoretical and practical elements in which the learning is put to the test, to ensure that the information passed onto student drivers, many of whom are just starting out on their literal road to obtaining a licence, but others who have tried for many years.



As a journalist and broadcaster, getting information across to the maximum number of people possible, and in a clear and concise manner, is key to the role. This particular function also followed on from my knowledge and formal education into direct marketing.

I am not writing this to offer you my CV, but to point out how the elements of information dissemination, and driver training, have proved useful in my involvement in the N332 project, as I am able to get the accurate information checked and often provided by the traffic police officers out to the maximum number of people in one go, thus (we hope) avoiding the ‘man in the pub’ scenario and prevent the spread of myths.

I am of course a keen driver, and keen to make sure that the practice, often taken for granted, is done in as safer way possible, and, being able to identify the differences between the processes and laws of Spain and the UK, as well as other countries, some of which are subtle, others which a major differences, allows me to make sure that the message is correct and that we can all share the same objective, to make the roads safer for



mark.a.nolan



Mark_A_Nolan



marknolan.co.uk

CONTENTS

The full list of pages, articles and contents is on page 514, at the back of this eBook

- SECTION I GENERAL RULES OF DRIVING BEHAVIOUR
 - CHAPTER I GENERAL RULES
 - CHAPTER II VEHICLE LOADING AND TRANSPORT OF PEOPLE, GOODS OR OTHER ITEMS
 - CHAPTER III GENERAL RULES FOR DRIVERS
 - CHAPTER IV RULES GOVERNING ALCOHOLIC BEVERAGES
 - CHAPTER V RULES ON NARCOTIC DRUGS, PSYCHOTROPIC DRUGS, STIMULANTS OR OTHER ANALOGOUS SUBSTANCES
- SECTION II ABOUT THE MOVEMENT OF VEHICLES
 - CHAPTER I POSITION ON THE ROAD
 - CHAPTER II SPEED
 - CHAPTER III PASSAGE PRIORITY
 - CHAPTER IV SPECIAL VEHICLES AND TRANSPORTS
 - CHAPTER V JOINING TRAFFIC
 - CHAPTER VI Changes of direction and reversing
 - CHAPTER VII OVERTAKING
 - CHAPTER VIII STOPPING AND PARKING
 - CHAPTER IX LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS
 - CHAPTER X UTILIZATION OF LIGHTING
 - CHAPTER XI DRIVER'S WARNINGS
- SECTION III OTHER RULES OF MOVEMENT
 - CHAPTER I DOORS AND ENGINE SHUTDOWN
 - CHAPTER II SEAT BELT, HELMET AND OTHER SAFETY ELEMENTS
 - CHAPTER III DRIVE AND REST TIMES
 - CHAPTER IV PEDESTRIANS
 - CHAPTER V MOVEMENT OF ANIMALS
 - CHAPTER VI BEHAVIOUR IN CASE OF EMERGENCY
- SECTION IV SIGNAGE
 - CHAPTER I GENERAL RULES
 - CHAPTER II PRIORITY BETWEEN SIGNALS
 - CHAPTER III FORMAT OF THE SIGNALS
 - CHAPTER IV APPLICATION OF SIGNALS
 - CHAPTER V WITHDRAWAL, SUBSTITUTION AND ALTERATION OF SIGNALS
 - CHAPTER VI TYPES AND MEANINGS OF ROAD SIGNS AND ROAD MARKINGS
- SECTION V SIGNS ON VEHICLES

SECTION I GENERAL DRIVING RULES

Scope of application of the rules on traffic, movement of motor vehicles and road safety

Article 1 Scope of the application

(This article explains all the places where the Road Safety Act is applied; remember that any public or communal road will be subject to traffic law regardless of whether the land is public or private).

1. In general, the traffic laws, movement of motor vehicles and road safety matters contained both in this regulation and other relevant provisions elsewhere, will be applicable throughout the national territory. They will apply to owners and users of roads and public land suitable for traffic circulation, both urban and interurban, as well as those roads and land that are in common use and in the absence of other rules, to those of private roads and land that are used by an indeterminate community of users.

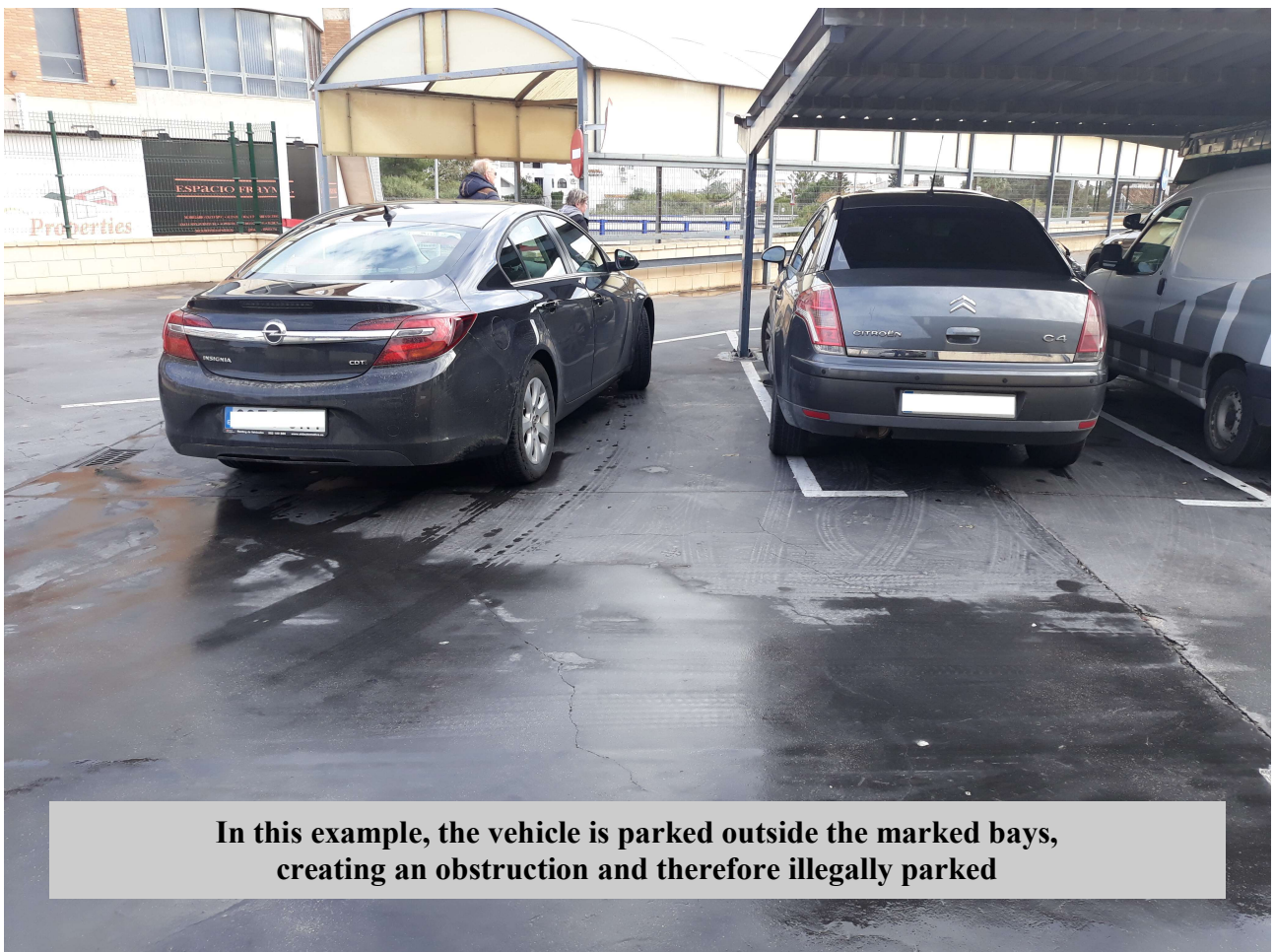
What are "Commonly used roads and land"?

Commonly used roads and land refers to places open to the free movement of vehicles. The roads on which these vehicles circulate will be subject to the Road Safety Law. Vehicles must have passed the ITV (technical inspection), have current insurance and drivers will be required to be in possession of a driving licence corresponding to the category of vehicle being driven. Many drivers and occupants make the mistake of thinking that when driving on rural roads which are neither asphalted nor signposted as such, road safety regulations do not apply and are often punished for not using a seatbelt or talking on a mobile phone.

When talking about private roads and land, what do you mean when you talk about being used by an indeterminate community of users?

An "indeterminate community of users", means that not only the owner has access, but that other users can also have access.

A clear example would be a supermarket such as Carrefour; The owner of the car park is Carrefour, which in turn has it open for its customers, thus turning the car park into private land used by an indeterminate community of users. (Public use would be when anyone can have access). Another example would be the car park of a community of neighbours, where each neighbour has a garage. (Common use is when only owners have access.)





Traffic law still applies to drivers on private roads and land, such as car parks

Next we will put two examples so you can see the difference;

A. Carrefour, during business hours has its barriers open. A customer enters the parking area and as it is an undetermined community of people who similarly use the parking area, the rules that govern are the general ones. Therefore the way to proceed is the same as in a public area.

B. Carrefour closes the car park barriers at 22:00, from that moment, there is a strictly private use of it, so from that moment the owner of parking area, anyone authorised or security guards will not be governed by traffic law.

The Local Police may exercise their functions within a private parking area upon request or on their own initiative, although the regulation and management of traffic is the responsibility of the owner of the road, in this case Carrefour. Remember that if you drive without a seat belt or use your mobile phone in a supermarket parking lot, you could be reported.

2. Specifically, such precepts will apply to:

a) Holders of public or private thoroughfares, included in paragraph c), and their users, whether as owners, drivers or occupants of vehicles or as pedestrians and whether circulating individually or as a group.

Likewise, they are applicable to everyone who is affected physically or legally and not included in the previous clause.

b) Animals that are loose or in flocks and vehicles of any kind that are either static or in movement and part of traffic on tracks included in the first paragraph of item.

(The owners of animals that move along common roads or paths will be subject to traffic law.)

c) Motorways, highways, conventional roads, rest and service zones, sites and areas affected by these roads, service roads and parking zones used by any kind of vehicle; those crossings, squares, streets or urban roads; public domain roads; tracks and public land suitable for vehicles; service roads built as auxiliary or complementary elements to the activities of their owners and those built for analogous purposes, provided they are open to public use and in general, to all common public or private routes.

The above mentioned precepts will not be applicable to roads, land, garages, parking lots or other premises of a similar nature, built inside private estates, requisitioned for public use and intended for the exclusive use of the owners and their dependents.

3. The occasional displacement of vehicles on land or areas of common use not suitable for vehicles and not destined for traffic use, will be subject to the rules contained in Title I and Chapter X of Title II of this regulation, insofar as they are applicable and as provided in the current regulation on drivers and vehicles, with respect to the prior administrative authorisation regime, provided for in Title IV of the articulated text of the Law on traffic, movement of motor vehicles and road safety, with the objective of ensuring the ability of drivers to drive the vehicles and their suitability to drive with the minimum possible risk.

What this section tells us is that it does not matter in which area you drive, or whether there are road or a path markings, as long as it is a zone of common use, you must comply with traffic regulations relating to both movement (Title I) such as requirements of lights Chapter X of title II), as well as be in possession of a driving licence corresponding to the vehicle in which you drive.

4. In the absence of other rules, owners of private roads or land not open to public use, located in residential areas, hotels, clubs and other recreational areas, may regulate, within their respective routes or enclosures, the exclusive movement of owners or their clients when they constitute an indeterminate community of persons, provided they do so in a manner that does not detract from the rules of this regulation, nor lead to confusion with them.



For example, in a community of neighbours in which all are British, a system corresponding to the English movement system (driving on the left) cannot be introduced as this contradicts the Spanish legislation which forces vehicles to drive on the right.

GENERAL RULES OF DRIVING BEHAVIOUR

CHAPTER I - General rules

Article 2 Users

Road users are obliged to behave in such a way that they do not unduly interfere with movement or cause danger, unnecessary harm or inconvenience to people, or damage to property (article 9.1 of the articulated text).



"Do not unduly impede traffic"; Remember that if you have an accident and there are no serious injuries or deaths and vehicles are able to move, you should do so if the vehicles are causing an obstruction and traffic is stopped for this reason. Obstructing traffic without justified reason is considered a serious offence.

Sometimes, after having an accident, drivers of the vehicles involved get out and start a discussion about who is the culprit of the accident, instead of putting on reflective vests, placing the warning signs (triangles) and moving the vehicles if possible. These three behaviours are classified as serious offences.

Please, in case of an accident, prevent the occupants from getting out of the car and walking on the road. If you leave the vehicle it should be to go to a safe area off the road. Remember that before moving the cars it is advisable to take some pictures of the accident from different perspectives, if possible.

Many people think that whenever there is an accident you have to call the police, but this is not always the case. If the cars do not hinder traffic, there are no serious injuries or deaths, it is clear who caused the accident and assumes responsibility, it will be enough to fill the relevant form in a friendly manner and deliver the copy to your insurance company; in this case it is not necessary to call to the police.

If the vehicles cannot move and you have to wait for the breakdown vehicle, please place warning triangles for the vehicle and wait outside the road.

"Users of the road"; With reference to traffic movement, it is necessary to distinguish between users of a vehicle (car, motorcycle, bicycle ...) and users of public ways (pedestrians). All are considered users of the road, therefore they are subject to road safety law. A pedestrian is the person who, without being a driver, travels on foot along public roads. Pedestrians are also considered those who push any other vehicle of small dimensions without a motor or people with reduced mobility who use a wheelchair with or without a motor

"Unnecessary inconvenience"; driving in a vehicle with a high volume of music, could be a reason for sanction since it can "cause unnecessary annoyance to people who live in nearby buildings".



Article 3 Drivers

1. Motorists must drive with the diligence and caution necessary to avoid any damage to themselves or others, taking care not to endanger either themselves or other occupants of the vehicle and the rest of road users. It is strictly forbidden to drive in a negligent or reckless manner (article 9.2 of the articulated text).



We should distinguish between negligent and reckless driving,

Negligent: carelessness, lack of care. A serious infraction

Reckless: driving is considered to be reckless when the driver is shown to be aware of their actions, knowing that such action may endanger their own safety and other road users. In the case of a real risk, a criminal charge will be made for a crime against road safety, however if it subsequently becomes a crime, it would then be considered a very serious offence which entails the withdrawal of points from the licence.“

2. Conduct referred to as negligent driving will be considered as a serious offence. Behaviour defined as reckless driving will be considered a very serious offence.



Article 4 Activities affecting the safety of traffic

1. The carrying out of works, installations, placement of containers, street furniture or any other element or object permanently or provisionally on the roads or land subject to the application of the legislation on traffic, motor vehicle traffic and road safety will require prior authorisation by its owner and will be governed by the provisions of the highway legislation and its development regulations, as well as municipal regulations. The same norms will be applicable to the interruption of works due to circumstances or special characteristics of traffic, which can be carried out at the request of the autonomous Jefatura Central de Tráfico (article 10.1 of the articulated text).





Any work, even of a provisional nature, carried out on public roads will require prior authorisation.





2. It is prohibited to throw, deposit or abandon on roads, objects or materials that may hinder free movement, stopping or parking, in such a way to make them dangerous or cause deterioration to the roads or facilities, or produce on it or in its vicinity, effects that modify the required conditions for movement, stopping or parking (article 10.2 of the articulated text).

Be careful when travelling with children so that they do not throw any object that could cause a risky situation. A simple soda can could cause a rider or cyclist to fall. You should also bear in mind that if you are doing any loading or unloading of goods, they should not be left on the road or the hard shoulder because they could obstruct the passage of vehicles. Think that if you put an object on the hard shoulder, you are making it harder for users of this road, forcing them to use the lane to continue, with the danger that this manoeuvre may entail.

3. No apparatus, installation or construction shall be installed on roads or lands subject to the scope of the legislation on traffic, movement of motor vehicles and road safety, nor shall actions such as filming, surveys or tests be carried out, even if provisional or temporary, which may hinder movement.

Article 5 Signing of obstacles and hazards

1. Those who have created an obstacle or danger on the road should ensure it is cleared as soon as possible. In the meantime, necessary measures should be undertaken so that warning may be given to other users and movement not hindered.



If you drop a load you are transporting, even partially, the first thing you should do is place warning signs, so that it does not cause an accident, by using the emergency triangles and then remove the load as soon as possible.



2. Obstacles on hard shoulders and pedestrian crossings will not be considered as obstacles on the road as long as they comply with the basic regulations established for this purpose by the Ministry of Public Works and the road safety of users, in particular, cyclists.





3. Warning of the existence on the road of any obstacle or danger must be indicated effectively both day and night according to articles 103.3, 140 and 173.

Art.130.3

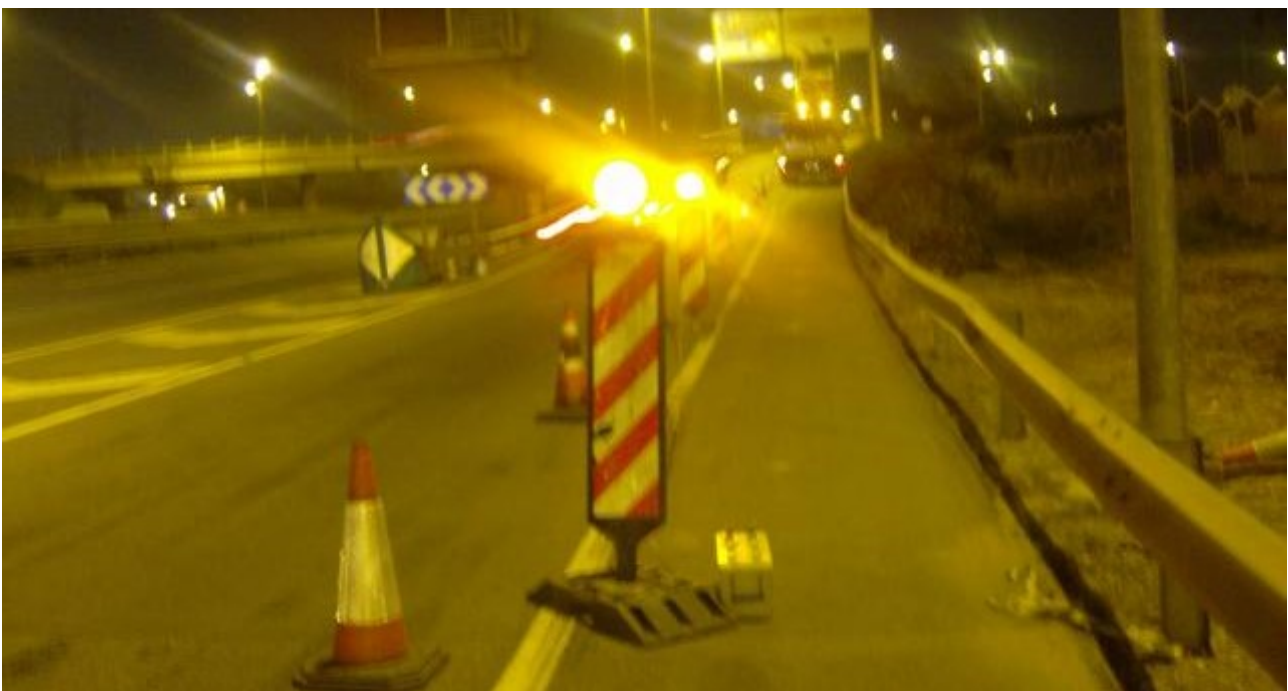
refers to signalling using pre-signalling warning devices.

Art. 140

determines the signage for works that must be used.

Art. 173

deals with the signs on vehicles designed to inform road users of certain circumstances or characteristics pertaining to the vehicle, of the service provided, of the load transported or of its driver. Signal V-20 (excessive loads of the vehicle)



4. All the actions that must be carried out by breakdown, medical or any other type of intervention service must be governed by principles of the use of appropriate and strictly necessary resources in each case. The autonomous body, Jefatura Centro de Tráfico, or, where appropriate, the regional or local authority responsible for regulating traffic, or its agents, will agree on the presence and permanence in the area of intervention of all personnel and equipment that is essential and ensure the absence of people who are not involved in the assistance work. In addition, the Jefatura will be responsible for pointing out in each specific case the places where the emergency services vehicles or other special services must be located, including provision of the best assistance and ensuring the most appropriate help for the public.



Sometimes when a vehicle breaks down or accidents occur, relatives or friends who stop to help, park their vehicles on the hard shoulder creating more obstacles on the road and making it even more difficult for traffic. Warning signs must be placed on the road indicating that a vehicle has broken down or is damaged and awaiting assistance. Anyone other than the emergency, assistance or police services should park and wait by the side of the road.

5. The performance of teams of emergency services, as well as mechanical assistance and road maintenance, should at all times ensure the least possible impact on the rest of road users, occupying the minimum possible roadway and following at all times the instructions given by the autonomous body Jefatura Central de Tráfico or, where appropriate, the regional or local authority responsible for regulating traffic, or its agents. The behaviour of drivers and users in cases of emergency shall comply with the provisions of articles 69, 129 and 130 and, in particular, that of drivers of emergency service vehicles, as provided in articles 67, 68, 111 and 112.



As you can see, the police left one lane for the traffic whilst emergency services were working in the other lanes

6. Stopping or parking of vehicles used for the aforementioned services must be carried out in such a way that a new danger is not created and where the minimum obstacle to traffic is caused.

7. Stopping or parking in places other than those fixed by the agents of the traffic authority will be considered a serious infraction.

Article 6 Fire prevention

1. It is forbidden to throw anything into the road or its vicinity that could give rise to fire or, in general, pose a road safety risk.



2. Offences in this respect are considered as “serious offences”.

Throwing a lit cigarette end out of the window is deemed a serious driving offence with the loss of four licence points, unless any damage is caused by a resulting fire. In that case, this would then be considered a criminal offence resulting in a court case

Article 7 Emissions of noise and pollutants

1. Vehicles may not use roads or land subject to traffic regulations if they emit electromagnetic signals with noise levels above the limits set by specific regulations, nor if they have gas or smoke emissions above the set limits, nor if they have been significantly reformed without authorisation.

*The police may decide to immobilise the vehicle if it exceeds the legally permitted levels of gases, smoke or noise.
The vehicle's immobilisation will only be lifted temporarily for its transfer by tow truck to a garage, and only lifted after that when the selected workshop certifies that the permitted levels are no longer exceeded.*



All drivers must cooperate in the tests for possible emission deficiencies.

If police detect a vehicle whose gas, smoke or noise could be above permitted levels they are authorised to take it to the nearest authorised establishment to carry out the inspection work.

2. Motor vehicles and mopeds with unsilenced exhausts without the required silencing device are prohibited from using trunk roads and roads in built-up areas.





These vehicles are also prohibited when the exhaust silencer is incomplete, inadequate, or has deteriorated, or when the gases cause resonance instead of being silenced - also prohibited are vehicles equipped with internal combustion engines without a device that prevents the downward expulsion of unburnt fuel, or which expel fumes that may hinder the visibility of other drivers or be harmful to them.

Traffic police can immobilise any vehicle that exceeds permitted levels of emissions, fumes and noise according to the type of vehicle.

3. The emission of pollutants as referred to in section 1 produced by motor vehicles above the limitations defined in the regulations governing vehicles is prohibited.

4. Equally, such emissions that exceed the levels generally established are forbidden when produced by other pollution sources, whatever their nature.

Specifically, dumping rubbish on road verges is prohibited, as well as being forbidden nearby if there is a danger that the smoke produced by burning rubbish or random fires could approach the road.

Area affected: 100 m on motorways and dual carriageways and 50 m. on other roads

CHAPTER II VEHICLE LOADING AND TRANSPORT OF PEOPLE, GOODS OR OTHER ITEMS

Article 8 Vehicle loading and transport of people, goods and other items

It is prohibited to load vehicles or transport people, goods or other items other than as defined in this chapter.

Passengers may only be carried in approved seats, and never in the part reserved for goods.

SECTION 1 TRANSPORT OF PEOPLE

Article 9 Transport of People

A vehicle may carry as many passengers as seats stated in its documentation. Since it is obligatory for children to use a child restraint system, each child, regardless of age, occupies a seat in the vehicle.

Children must not be carried in arms of another person. Children may not be breastfed while the vehicle is neither in motion, nor on a road's hard shoulder because this is for emergency use only. You must leave the road and look for a place with appropriate conditions of safety.

1. The number of passengers carried in a vehicle may not exceed the number of authorised places, which in public service vehicles and buses must be shown on signs inside the vehicle. Under no circumstances should the combined weight of travellers and luggage exceed the vehicle's maximum authorised weight.



2. For the purposes of computing the number of passengers carried in vehicles authorised for school transport and minors, the provisions of the specific regulations on the subject will apply.

All pupils must occupy a seat regardless of their age, and if the bus has seat belts, they must use them.

3. Offences against these limits, assuming a passenger excess of 50% over the authorised places, excluding driver and conductor, and with the exception of city and intercity buses, will be treated as Very Serious, and the vehicle will be immobilised by traffic police until the situation is rectified.

Article 10 Placement of, and provisions for, passengers

1. It is forbidden to carry passengers in positions other than those intended and equipped for them.



2. Notwithstanding the provisions of the previous section, people may travel in the cargo hold of goods transport vehicles under the specific conditions governing them.



When the goods area has a folding seat with safety belts, and this is detailed in the vehicle's documentation, the seats can be used for passengers.

3. Vehicles authorised to carry both people and cargo must be provided with sufficient containment for the load so that it does not obstruct the occupants nor harm them if it moves.





Such containment will be in line with the specific regulations governing the vehicles.

*Failure to carry such protection will be grounds for immobilising the vehicle, with the driver being unable to continue until the incident is resolved, either by installing effective protection or by transferring the load to another vehicle.
 "Adequate protection" is understood as the installation of a mechanism; net, grille, bars, set behind the front seats, separating the cargo and passenger areas, protecting them in case the cargo shoots forward.*

4. Failure to install the containment referred to above will be subject to a fine.





Article 11 Collective passenger transport

1. The driver must stop the vehicle and pull away without jerks or sudden movements, as close as possible to the right edge of the road, and will avoid doing anything that could cause a distraction whilst driving; the driver or person in charge, as applicable, will oversee the safety of passengers while the vehicle is in motion as well as when they are getting on or off.

2. In vehicles intended for the public service of collective transport of people, passengers are forbidden from:

- a) distracting the driver while the vehicle is in motion.
- b) getting on or off anywhere other than at designated stops.
- c) getting on after being told the vehicle is full.
- d) unnecessarily obstructing gangways intended for the movement of passengers.
- e) carrying animals unless the vehicle has a designated place for their transport. An exemption is made for the blind with dogs, especially trained guide dogs, which are always under their owner's responsibility.
- f) carrying dangerous materials or objects in a manner that contravenes the specific regulations concerning them.
- g) disregarding instructions given by the driver or person in charge of the vehicle about the service.

The driver and, where applicable, the person in charge of vehicles intended for the public service of collective transport must stop anyone getting on, or require them to get off, if they fail to comply with the rules in this section.

Article 12 Rules regarding bicycles, mopeds and motorcycles

1. Cycles that, by construction, cannot be used by more than one person can nonetheless, when the driver is of adult age, carry a minor of up to seven years of age in an additional seat of an approved type.



Not Allowed



Allowed, if the seat is of an approved type



2. On mopeds and motorcycles, an additional passenger may travel in addition to the driver and, if applicable, the sidecar occupant, provided that this is stated in the driver's licence or the vehicle's registration certificate, and provided that the passenger is older than 12 years of age, wears a protective helmet, and meets the following conditions:

- a) sits astride with feet resting on the side footrest.
- b) uses the relevant seat behind the driver.

Under no circumstances may the passenger sit between the driver and the handlebars of the moped or motorcycle.

3. In exceptional circumstances, passengers over the age of seven may ride on motorcycles or mopeds driven by a parent or guardian, or by another adult authorised by them, provided that they wear an approved helmet and meet the conditions of the previous section.

4. Motorcycles, three-wheeled vehicles, mopeds and cycles and bicycles may tow a trailer or semi-trailer provided they do not exceed 50% of the unladen weight of the towing vehicle and meet the following conditions:

- a) that they travel by day and in conditions which do not prejudice good visibility
- b) that the speed at which they travel is reduced by 10% from that established in Article 48 for the vehicle concerned.
- c) that under no circumstances are people carried in the vehicle being towed.



Children may not be carried in trailers on roads and/or hard shoulders, nor the "trail gator" that allows a child's bicycle to be connected to an adult's, since the child's bike is then considered to be a trailer, the use of both being limited to urban areas specified in municipal bylaws.



On roads in built-up areas, bylaws will apply.

SECTION 2 TRANSPORT OF MERCHANDISE AND GOODS

Article 13 Dimensions of the vehicle and its load

1. The length, width and height of the vehicle and its load must not exceed the maximum dimensions stipulated by the vehicle's regulations or the maximum dimensions stipulated for the route being used.



The vehicle will be immobilised if cargo is transported that exceeds the regulatory limits or it does not have the sign V-20

2. The transport of indivisible loads that exceed the limits indicated in the previous point must apply for special authorisation to circulate under the General Vehicle Regulations in accordance with the rules and conditions of circulation established in Annex III of this regulatory code.

Article 14 Arrangement of the load

1. Loads transported in a vehicle, as well as any accessories or equipment used for the transport and protection of the load, must be arranged in a manner that safeguards against the load being able to:

A) Drag, partially or totally fall, or any displacement of the load that could cause danger.















Everything must be secured in and on the vehicle and not pose a danger to other road users, either actual or potential

B) Compromise the stability of the vehicle.



Sometimes, we use a van to transport appliances or furniture, which must be secured so that there is no risk of them moving inside the vehicle when a turn is made.

C) Produce noise, dust or other annoyances that can be avoided. .



If you transport sand, or any other materials that can easily move in the vehicle do not forget to cover it effectively as it can cause problems to motorists, cyclists or pedestrians, and in case of an accident as a result of that falling, you will be the responsible.

D) Obscure the vehicle's lights and/or signals, any compulsory signs or badges, or any manual warnings made by the driver.





A very common mistake is to transport a bicycle on the back of a vehicle, hiding the lights, which requires the installation of extra lights.





2.The transport of materials that produce dust or can fall must always be totally and effectively covered.



If you take a trailer and transport prunings or other material that is at risk of some of it falling on the road, you must cover it with a mesh or net.

3. The transport of annoying, harmful, unhealthy or dangerous loads, as well as loads that require specialised storage and transport conditions, must comply with the specific rules that regulate their transportation.



Remember that if you are going to transport or purchase gasoline for domestic use, even in small quantities, you must do so in approved containers that can be purchased at any gas station

Article 15 Dimensions of the load

1. The load must not protrude from the vehicle's floor, except in the cases and/or conditions specified in the following sections. Where a vehicle is pulled by an animal then the shafts of the vehicle may protrude forward but must not exceed the vehicle's width nor protrude beyond the head of the draft animal closest to the vehicle.



2. In the case of vehicles intended exclusively for the transport of goods and cargo, and where the load is indivisible, then provided that the recommended storage and transport conditions are met the following may protrude:

A) A. Beams, posts, tubes, pipes or other loads of indivisible length:

(1) On vehicles longer than five metres by no more than two metres in the front and three metres in the rear.

(2) On vehicles with a length equal to or less than five metres by no more than one-third the length of the vehicle at each the front and rear end.

B) In the event that the smallest dimension of the indivisible load is greater than the width of the vehicle, the load may protrude up to 0.40 metres per side provided that the total width does not exceed 2.55 metres.

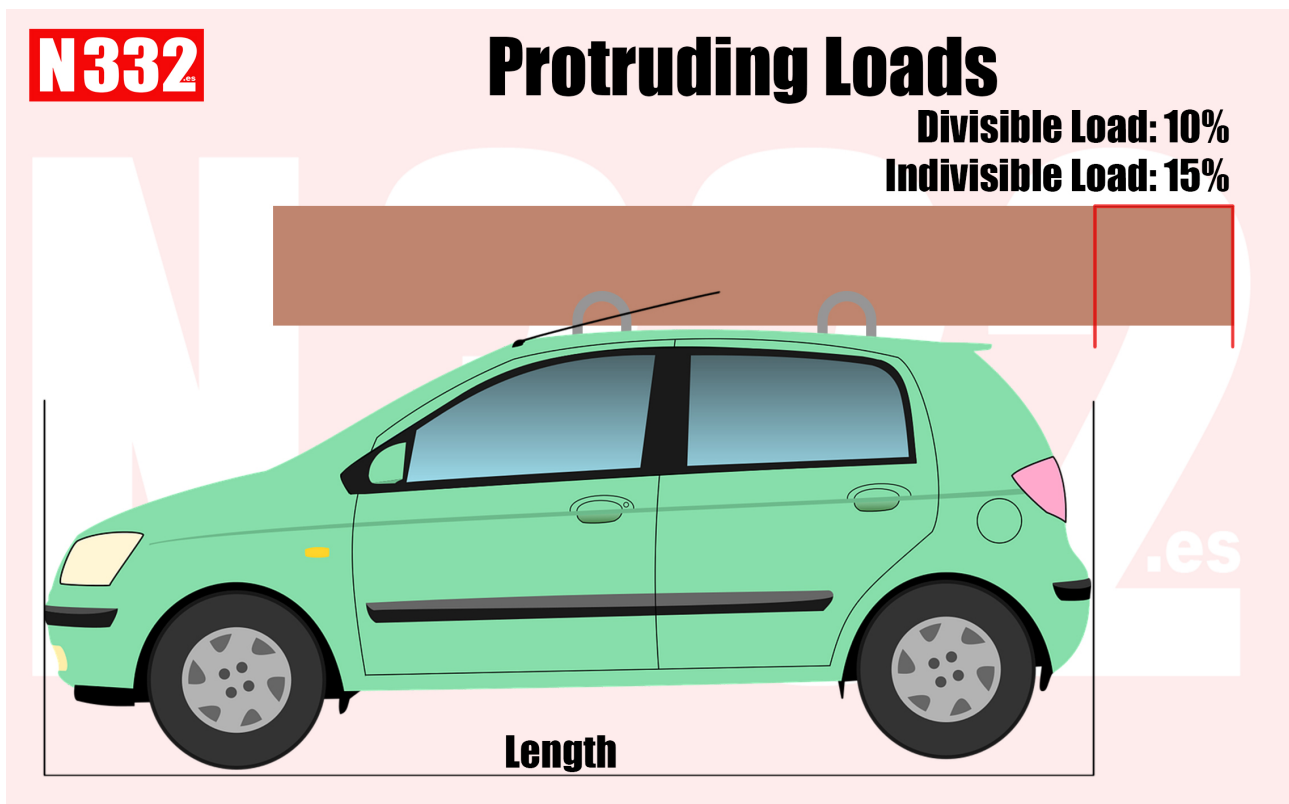


Remember that a saloon car is not a vehicle dedicated to the transport of goods, so the cargo cannot project laterally.

An infraction that is committed often when a bicycle is transported on the back of a vehicle is that one of the wheels isn't removed, which causes the bike to protrude both sides of the vehicle, which is prohibited. As well as not taking into account that many models of bicycle carriers hide both the licence plate and the lights of the vehicle, so we must acquire an extra licence plate. Finally, bear in mind that when the load protrudes from the rear, you must use the V-20 sign.

Indivisible load; a load that which cannot be divided into two or more loads for transportation.

3. For all other vehicles not intended exclusively for the transport of goods and cargo, the load may protrude from the rear only up to 10 percent of the vehicle's length, and if it is indivisible by up to 15 percent.

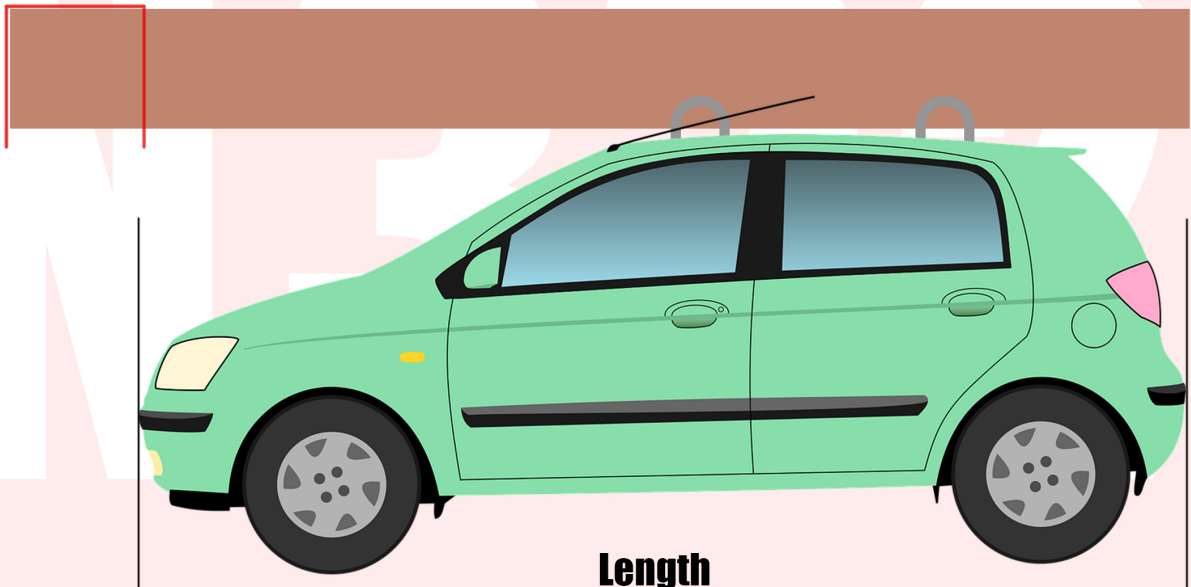




N332

Protruding Loads

Overhanging at the front is not permitted on passenger cars



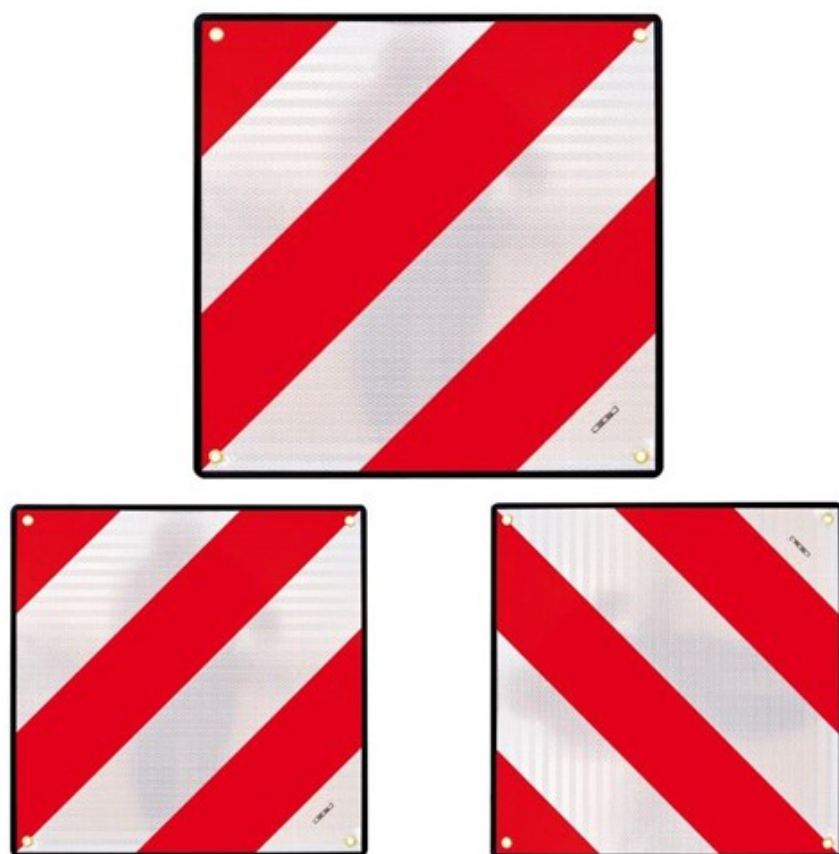


4. For vehicles less than one metre wide, the load must not protrude laterally by more than 0.50 metres on either side of the vehicle's longitudinal axis. The load must not protrude from the front of the vehicle but can protrude up to 0.25 metres from the rear of the vehicle.

This applies to motorcycles that can carry panniers or cases on both sides taking into account that they cannot project more than 50cm each from their longitudinal axis.

5. When carrying a load that protrudes out from the vehicle's dimensions, and only within the limits set in the previous sections, all appropriate precautions must be taken to avoid damage or danger to other road users, and safeguards should be put in place to minimise damage in the event of a possible collision or contact with another vehicle or object.

6. In all cases of loads protruding from the back of the vehicle as referred to in sections 2 and 3, warning signs must be put in place by means of the V-20 sign referred to in Article 173 and whose characteristics are set out in Annex XI of the General Vehicle Regulations. This sign should be fixed to the rear end of the load so that it remains perpendicular to the vehicle's axis. When the load protrudes from the back of the vehicle and along its entire width then two v-20 signs must be fixed at the rear end of the load, one on each end of the load's width, in such a way that they form an inverted "V".







The V-20 sign is made of aluminium but other durable materials are acceptable



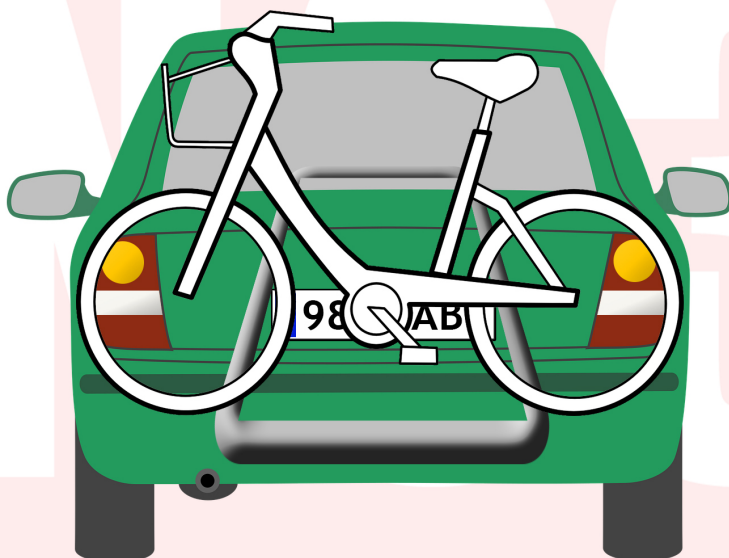
N332 Carrying a Bike on the Back of a Car

Authorised frame fitted to the back of the car



N332 Carrying a Bike on the Back of a Car

Bike secured to frame at the rear of the car



N332 Carrying a Bike on the Back of a Car

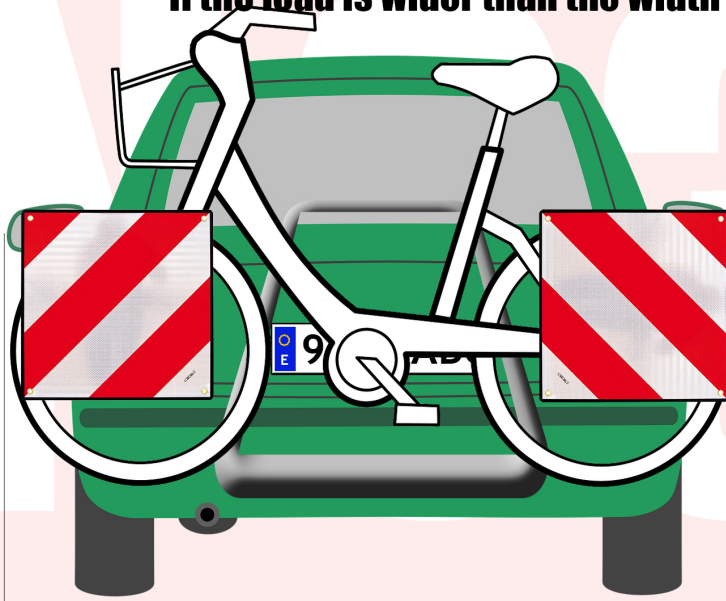
If the load is narrower than the width of the vehicle



You must display the V-20 sign located at the END of the load and perpendicular to the axis of the vehicle

N332 Carrying a Bike on the Back of a Car

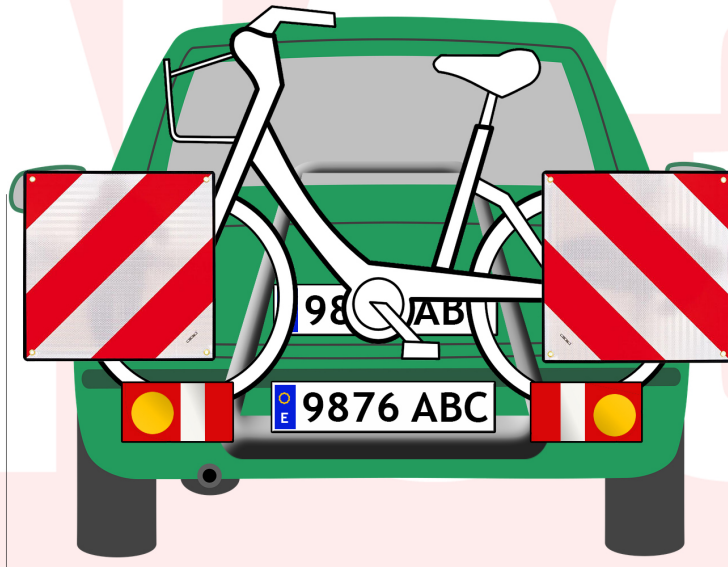
If the load is wider than the width of the vehicle



You must display TWO V-20 signs located transversely at each end of the load in such a way that they form an inverted "V" shape with the reflective lines

N332 Carrying a Bike on the Back of a Car

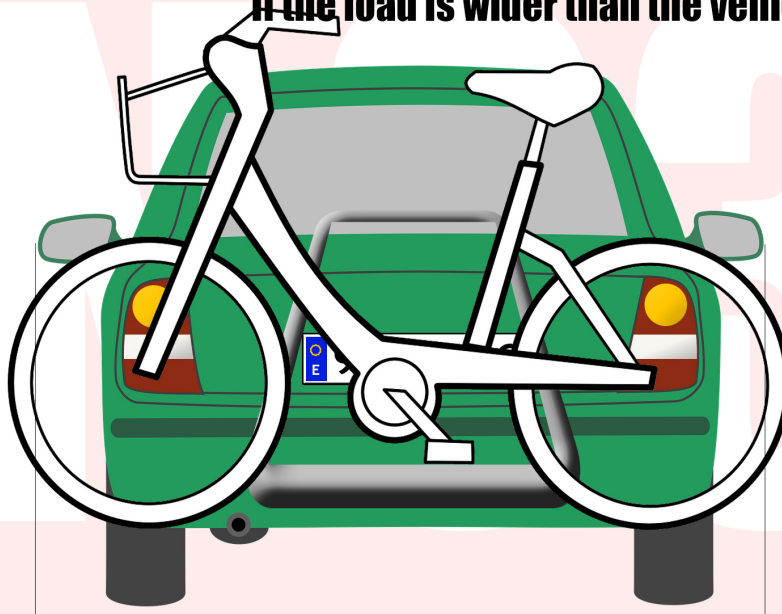
If the load covers the number plate or lights of the vehicle



If the number plate OR lights are hidden by the load, an additional lighting and signalling device, plus an additional number plate, must be placed to the rear of the load

N332 Carrying a Bike on the Back of a Car

If the load is wider than the vehicle width



If the load exceeds the maximum width of the passenger car (including mirrors) from the rear, it cannot be transported

(Sometimes, removing a wheel makes the load narrower)

If the load is to be transported during the night, or under weather and/or environmental conditions that significantly reduce visibility, then the rear end of the load must also be marked with a red light. When the load protrudes from the front of the vehicle then the front of the load must be marked by a white light.

7. Loads that protrude beyond the side of the vehicle and its side clearance lights, such that the load's edge projects more than 0.40 metres from the either front or rear side clearance light, and where such loads are transported during the night, or under weather and/or environmental conditions that significantly reduce visibility, then warning signs must be placed on both sides of the load which will include a white light and a white reflective surface towards the front plus a red light and a red reflective surface towards the rear.

8. Vehicles and loads that are circulating under special authorisation must meet the provisions set out in that authorisation.

Article 16 Loading and unloading

The loading and unloading of goods and cargo must be carried out off the road.



In exceptional circumstances, where this is not possible, all necessary precautions must be taken to ensure that no danger or serious disturbance is caused to the transit of other road users, and the following rules must be taken into account:

- A. You must respect any regulations provided regards stopping areas and car parking facilities, and in built up areas the regulations dictated by the local authorities regarding appropriate places and times for stopping.
- B. As far as possible, any loading or unloading should be carried out on the side of the vehicle closest to the edge of the road.
- C. Loading and unloading must be carried out efficiently and avoid any unnecessary noise or disturbance. It is forbidden to place merchandise or cargo on the road, hard shoulder or pedestrian zones.
- D. The loading and unloading of annoying, harmful, unhealthy or dangerous cargo, as well as cargo that requires specialised handling or storage, must comply with the specific rules that regulate their handling.

Article 17 Control of vehicle or of animals

1. Drivers must be able to control their vehicles or animals at all times. When approaching other users of the road, they must take all necessary precautions for their safety especially when dealing with children, the elderly, the blind or other clearly disabled persons (see article 11.1).



2. Drivers of horse-drawn or animal drawn carriages or cargo vehicles, and individuals mounted on horseback or other livestock, must maintain a sedate walking pace when on the road and in the vicinity of other livestock or pedestrians. They must maintain control of the animal at all times and are forbidden from allowing them to roam or stand freely on the road.



Article 18 Other driver obligations

1. The driver must ensure that they have sufficient freedom of movement, the necessary field of vision and permanent attention to driving in order to guarantee the safety of themselves, all other occupants of the vehicles and other road users. For this reason the driver must take special care to maintain the proper driving position and ensure that all passengers, animals and any cargo in the vehicle are positioned so as not to interfere with the driver. The use of devices such as screens with internet access, television monitors, video and DVD players by the driver whilst the vehicle is moving is considered incompatible with the mandatory permanent attention required by the driver. An exception to this includes GPS devices and cameras whose use is necessary for rear view manoeuvring or the ascent and descent of passengers.

Drivers must be able to control their vehicles at all times; This is the rule that applies to those drivers who drive barefoot, in flip flops or with any other type of footwear, and have an accident because they do not use proper footwear. As a general rule, the law does not specifically prohibit you from driving barefoot, or with flip flops, but remember that if you have an accident and were maybe unable to use the vehicle's pedals correctly, you can be penalised.





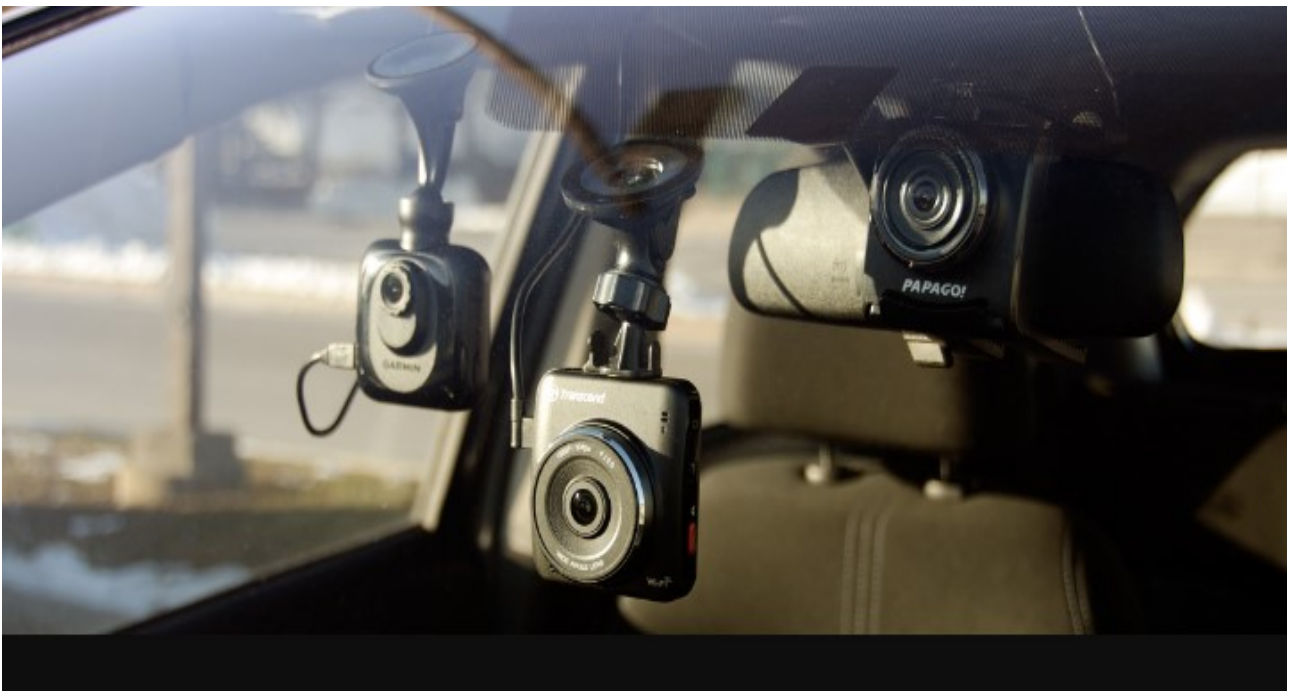
Drive as you feel comfortable; choose the shoes you want, as long as you do it safely and they allow you to use the pedals of the vehicle correctly.

maintain your own freedom of movement; you cannot manipulate, hold or touch anything other than the vehicle's controls and the gear lever. Remember that if you have an injury and they bandage or cast a joint that limits your mobility, you will not be able to drive.



the necessary field of vision; Adhesives on the front part of large dimensions are completely prohibited or the placement of any object that may reduce visibility to the driver.





permanent attention to driving; You should not take your eyes off the road, because during those seconds when we are looking at other things, any incident on the road could happen. (A Child running into the road to catch a ball ...)



An excessive volume of music that isolates the driver from any sound coming from outside, is also considered a distraction.

maintain the proper position; the hand outside the window. Hands should be holding the steering wheel.



maintain the correct position other occupants; leaning the body out of the window or when a front-seated passenger puts their feet on the dashboard are the most common infractions.



placement of objects; No objects can be transported inside the passenger compartment that could project out and cause any damage to the occupants. If this is not possible, they should be transported in the boot or the roof rack.



animal placement; animals must be restrained or separated from the front part. There are different ways to transport animals; box, straps, etc ... consult an animal shop for an approved system according to the size of your animal.









The use, by the driver of a moving vehicle, of devices such as screens with internet access, television monitors and video or DVD players is considered incompatible with the mandatory permanent attention to driving. For this purpose, the use of monitors that are in view of the driver and whose use is necessary for the vision of access or descent of pedestrians or for vision in vehicles with rear vision camera, as well as the GPS device are excepted.

No type of videos can be projected in the front seats that could distract the driver, having a GPS is allowed as a GPS. Devices can be used in the rear seats as a video player.

2. It is forbidden for the driver to use earphones or headphones connected to receiving devices or sound players whilst driving, except during the teaching and performance of the open circuit aptitude test to obtain the two wheeled motorcycle driving licence as required in the General Driving Regulations.







One-piece headphones are also prohibited as it has been proven that their use reduces the driver's hearing. So in the case of an emergency the driver could not hear the emergency sirens or a mother's cry because her son has been running after a ball to the road.

Headphones that are integrated in the vehicle or in the helmet of a motorcycle are legal as they mix with the ambient sound, allowing you to be aware of everything that happens around you.

The use, during driving, of mobile telephony devices and any other means or communication system is prohibited, except when the communication takes place without using hands or wearing helmets, headphones or similar instruments (article 11.3, second paragraph, of the articulated text).





Not only is it prohibited to speak but also to pick up a mobile phone to read or write a message.

It is a mistake also to hold and pick up the phone to read or write a message standing at a traffic light. A vehicle with the engine running in a road is considered driving by the Road Safety Act, even if the vehicle is stopped, so you should be aware of the traffic and only when you are parked or stopped in a safe and legal place is it acceptable to pick up the phone. When sat in a car park for example, you can make use of the mobile phone.

Officers and agents of law enforcement are exempt when carrying out their duties.

3. It is prohibited to install mechanisms or systems in vehicles, to carry instruments, or to alter instruments, to be used to evade detection by traffic police, or to emit signals or to make signals for the same purpose, as well as the use of mechanisms for the detection of radar.

Any type of system that detects the presence of radars is illegal and will result in the immobilisation of the vehicle. The apps available on mobile phones that warn you of possible fixed radars are legal, since they do not detect them; they just have in their memory the points where there could be radars or not.

Regarding the apps available on mobile phones, it is in our hands to make good use of them. Warning other drivers of the presence of traffic officers and controls only benefits those who are not driving within the law. With this type of action we are helping those drivers who have been drinking, who are driving under the influence of some substance, who have been deprived of their driving licence or who do not have a licence, who do not have insurance, an expired ITV or some other type of infraction. If you drive according to the law you have nothing to fear; the traffic officers are there to help you and remove from the highway those who could create a risk for road safety. Please do not publicise their location.

Regarding systems aimed at avoiding the surveillance of traffic agents: some motorcycle drivers leave a padlock or a handkerchief tied to the back in such a way that makes it difficult to read the licence plate if it is detected by radar, which is why they face a penalty for a serious infringement. Hiding or hindering the reading of at least one number or letter of the licence plate is punishable since it means that the vehicle cannot be identified correctly.





Does not require
an Internet connection



These types of infractions will be considered as serious.

Article 19 Visibility inside the vehicle

1. The glassed surface of the vehicle must allow, at all times, a clear view for the driver, especially of the road he/she is driving on, without interference from any kind of stickers.

Sunscreen stickers: Be careful installing large stickers on the front of your vehicle because if they hinder your vision, you will not pass the ITV and you could get a ticket. The use of any plastic sheeting on the windscreen of the vehicle is prohibited. The ITV sticker certifying that the vehicle has passed the mandatory test, the ECO rating sticker and the “car share” stickers are the only ones authorised to be attached to the windscreen.





Stickers or sun shades are only allowed in the back windows when the vehicle has two exterior rear view mirrors that comply with the necessary technical specifications.





However, the use of stickers on vehicles is allowed under the conditions established in the regulation of vehicles.

Having a tinted windscreen is prohibited in vehicles registered in Spain although in some countries, like France, this is legal. Vehicles registered in countries where this is permitted can have tinted windscreens while they are on holiday in Spain, but once a vehicle is registered in Spain the tinted windscreen needs to be removed. Vehicles with licence plates from other countries are subject to the legislation of their respective countries in terms of approval of and installation of parts in the vehicle, so they cannot be sanctioned for something that is allowed in their country, as long as it does not affect road safety. If you have tinted windows installed at the back of your vehicle, remember that you do not have to take the vehicle to the ITV station to have the tinted windows included in the technical inspection form; it is sufficient to take the Certificate of Approval issued by the installing mechanic's workshop.



The placement of badges provided for in transport, and other, legislation must be done in such a way that the driver's clear vision is not restricted in any way.

2. The placement of unapproved tinted or coloured glass is forbidden.

If you decide to install tinted adhesives, remember that they must be approved, and installed by an authorised workshop that must issue a certificate of installation. If, with the passage of time, bubbles are produced in the sheets, you should replace them. Be careful! When buying adhesive films online, they must be approved. It is advisable to buy them in authorised stores only.

CHAPTER IV RULES GOVERNING ALCOHOLIC BEVERAGES

Article 20 Levels of alcohol in blood and exhaled breath

Drivers of motor vehicles or bicycles may not travel on roads covered by traffic, motor vehicle traffic and road safety legislation if they have a blood alcohol level of more than 0.5 grams per litre, or breath alcohol level of more than 0.25 milligrams per litre.

Cyclists also have an alcohol limit like other motor vehicle drivers. When sharing the road with other vehicles, they are considered to be drivers, so they must respect the alcohol levels established for all drivers.

MAXIMUM LEVELS OF ALCOHOL

Type of Driver	In Blood	In Expelled Air
Normal drivers	0,5 g/l	0,25 mg/l
New or professional drivers	0,3 g/l	0,15 mg/l

When a driver obtains a Class B driving licence, if they have previously had a permit for more than two years; for AM, A1, A2 or A, the rate would be 0.25mg / l, as for the first two years after obtaining the previous licence the rate was 0.15mg / l.

This seniority will also be applied once the new permit has been obtained, if you have had one before, and you should NOT show the V-13 sign that accredits you as a new driver.

In the case of vehicles used for the transport of goods with a maximum authorised weight of more than 3,500 kgs, vehicles used for the transport of passengers with more than nine seats, or public service vehicles, school transport or transport of minors, dangerous goods vehicles, or emergency services or special transport, drivers may not operate with a blood alcohol level of more than 0.3 grams per litre, or a breath alcohol level of more than 0.15 milligrams per litre.

Drivers of any vehicle must not have a blood alcohol level of more than 0.3 grams per litre nor a breath alcohol level of more than 0.15 milligrams per litre for the two years immediately following the date of acquisition of the permit or licence that enables them to drive.

Only the antiquity of the licence will be taken into account when specialised licences are involved.

Article 21 Breathalyzer analysis - Who has to be tested?

All drivers of motor vehicles or bicycles have to submit to tests established for the detection of possible intoxication by alcohol. All other road users also have to submit to said tests if they are involved in a traffic incident (article 12.2, first paragraph).



All vehicle drivers must respect the limits, that includes cyclists and even scooter riders

Police officers responsible for traffic matters may carry out these tests on:

A) Any user of the road or any driver directly involved in a traffic incident who could be the person responsible for said traffic incident.

Pedestrians, even if they do not have an established level, may be subjected to the breathalyzer test in the event that they are involved in an incident. Although they cannot be sanctioned, the applicable fine will be attached to the police report for a judge to determine if there is criminal liability.

B) Persons driving any vehicle showing obvious signs, or facts that reasonably allow to presume, that they do so under the influence of alcoholic beverages.

C) Drivers who have been cited for any infractions of the rules contained in this regulation.

D) Those who, while driving a vehicle, are required by authority figures or traffic officers to submit to these tests within the preventive blood alcohol control programs ordered by said authority.

Article 22 Breathalyzer tests

1. Tests to detect possible alcoholic intoxication will be carried out by the agents in charge of traffic surveillance and will normally consist of the testing of exhaled air by means of officially authorised ethylometers which will measure the level of alcohol in the drivers' breath.

In Spain, there are two different portable models of certified breathalyzers - one for cars and another one for motorcycles, which is smaller and more manageable.







At the request of the interested party or by order of the judicial authority, the tests may be repeated for the purposes of contrast, which may consist of blood, urine or other analogous tests (article 12.2, second paragraph).

One of the rights that the driver has when tested positive on the blood alcohol test is to go to a health centre or hospital to check the results of the test by means of blood, urine or other tests. It may be required by the health centre for the blood test to be paid for in advance, which amount will be reimbursed to the driver by the Jefatura de Tráfico (traffic authority) in the case of it not showing positive.

2. When the persons to be tested have suffered injuries, ailments or illnesses whose seriousness does not allow the tests to be carried out, the medical staff of the medical centre to which they are sent will decide which tests to carry out.

If the driver of a vehicle involved in an incident is transferred to a medical centre with symptoms of having consumed alcohol and if the breathalyzer test could not be administered due to the person's injuries, the police may request the medical staff to take a blood sample to find out their blood alcohol level.

Article 23 Performing the tests

1. If the test result gives a degree of alcoholic intoxication of more than 0.5 grams of alcohol per litre of blood or 0.25 milligrams of alcohol per litre of exhaled air, or that provided for certain drivers in Article 20 or, even if the results are under these limits, if the person examined shows obvious symptoms of being under the influence of alcoholic beverages, the agent will subject the interested party, for confirmation, to a second breathalyzer test in the same way the first test was carried out, of which he/she will be notified prior to redoing the test.
2. The person under review will be warned that they have the right to ensure, either themselves or any of his/her companions or witnesses present, that between the first and the second tests there has been a time lapse of at least ten minutes.
3. Likewise the driver or companions, if there are any, will be informed that they may make any observations they deem appropriate, which will be noted, and the results of the tests will be compared to blood, urine or other tests deemed appropriate by the medical staff of the medical centre to which they are taken.
4. In the event that the interested party wants further tests, the traffic officer will adopt the most appropriate measures for their transfer to the nearest health centre. If the medical centre staff think that the tests requested by the interested party are appropriate, they will adopt the measures laid out in article 26.

The cost of such tests must be deposited in advance by the interested party and if the result of the test is positive then payment will be made; in the case of the result of the test being negative, agents from the Jefatura Central de Tráfico (Central Traffic Headquarters) or the competent municipal or regional authorities will return the deposit.

Article 24 Measures to be taken by the traffic officers

If the result of the second test carried out by the traffic officer, or the tests carried out at the request of the interested party, should be positive, or when the driver of a motor vehicle should present obvious symptoms of driving under the influence of alcoholic beverages or who appears to be involved in criminal conduct, the agent in question, in addition to applying the provisions of the Ley de Enjuiciamiento Criminal (Law of Criminal Procedure), must:

- a) Precisely describe in the report bulletin or in the report of the proceedings the procedure followed when performing the breathalyzer test or tests, stating the necessary information for identification of the instrument or instruments of detection used, describing also its/their general characteristics.
- b) Record the warnings given to the interested party, especially the right to have the breathalyzer test results contrasted using a proper analysis, and to record the tests or analyses performed in the health centre to which the person was transferred.

In the case of a positive result, if it is an administrative infraction, you will be given a copy of the police report showing the breathalyzer results, and the instrument's verification date (all are checked annually for calibration) will be shown, as well as the offer made by the police officer to compare the results with a blood test at a health centre.

The transfer to a health centre is usually requested by people who are taking some type of medication that, when mixed with a small amount of alcohol, have altered the result of the blood alcohol test to positive, or those persons who have not used drugs but whose tests have given what is called a "false positive" because they are taking some type of medication or the combination of several that has affected the result. If this is not the case, the tests performed at the health centre will only confirm the results of the alcohol or drug test.

Remember that it is a right that you have, which you can use when you believe that the result is unfair for some reason, but remember that you may be required to pay for the cost of contrast tests at the health centre.

c) Drive the person tested for alcohol, or who has refused to be tested, in the event that the circumstances appear to be of a criminal nature, in accordance with the Ley de Enjuiciamiento Criminal (Law of Criminal Procedure) to the appropriate law court.

Your refusal to submit to an alcohol test is classified as an offence under the law, so the driver who refuses to submit to it will be arrested and brought to justice.

Article 25 Immobilisation of the vehicle





Both in cases where the driver tests positive in the breathalyzer test, and where the driver refuses to take the test, the vehicle will be immobilised.

If the vehicle is immobilised and then removed by a tow truck to an impoundment yard, the driver must pay the costs incurred by the transfer, deposit, and custody of the vehicle. A person with a driving licence, having a negative test result, will be able to take charge of the vehicle and remove it from impoundment.

1. In the event that the result of any tests and analyses prove to be positive, the officer may proceed with the immediate immobilisation of the vehicle, by means of a seal or other procedure that prevents it from being moved, unless another licence-holding person is able to take charge of the vehicle, and the agent will make sure that the persons being transported, especially if children, elderly people, sick or invalid people are involved, and the safety of the vehicle and its cargo, are ensured.
2. The vehicle may also be immobilised in the case of breathalyzer tests being refused (article 70 of the articulated text).
3. Except in cases in which the judicial authority has authorised a deposit or intervention, which cases would come under said judicial authority, the immobilisation of the vehicle will be without effect as soon as the reason for the immobilisation disappears, or a substitute licence-holding driver can offer sufficient guarantee to the traffic officers who immobilised the driver's vehicle.
4. The costs involved in the immobilisation, transfer and impounding of the vehicle will be payable by the driver or the person legally responsible for the vehicle.

Article 26 Obligations of health personnel

1. Health personnel will be obliged, in all cases, to obtain samples and send them to the appropriate laboratory, and to present the results of the tests that are carried out to the judicial authority, to the peripheral authorities of the Central Traffic Headquarters autonomous body and, where appropriate, the appropriate municipal authorities.



Among the data communicated by health personnel to the aforementioned authorities or bodies will appear, where appropriate, the system used in the investigation of blood alcohol level, the exact time the sample was taken, the method used to preserve it and the percentage of blood alcohol present in the individual examined.

2. Infringements to the various regulations of this chapter, related to driving after having ingested alcoholic beverages, or to the obligation to undergo the alcoholic detection tests, will be considered as very serious infractions.

CHAPTER V RULES ON NARCOTIC DRUGS, PSYCHOTROPIC DRUGS, STIMULANTS OR OTHER ANALOGOUS SUBSTANCES

Article 27 Narcotic drugs, psychotropic substances, stimulants or other similar substances

1. Drivers of vehicles or bicycles who have ingested or incorporated into their bodies psychotropic drugs, stimulants or other similar substances, among which will be included, in all cases, medicines or other substances under whose effect the appropriate physical or mental condition appropriate to driving without danger is altered, are not allowed to drive on roads subject to the legislation on traffic, movement of motor vehicles and road safety.



Incorrectly, we usually associate drug use with the ones that are positive in this type of test, but today there are many drivers who are prescribed a medication that alters their driving abilities to the extent that they risk being reported.

Always consult the expert; doctor, herbalist, pharmacist, as to whether the medicine that you are going to acquire can affect you when driving.

Remember that by law this type of medication must show a warning symbol on the box that whilst it is being used it is not possible to drive.

The combination of several medications could also cause an influence on driving; please always consult your expert if it will affect you when driving.

2. Infractions to the regulations of this rule will be considered as very serious.

Drivers who are repeat offenders will also be penalised 1.000 euro.

Article 28 Tests for the detection of narcotic, psychotropic, stimulant or other similar substances

1. Tests for the detection of narcotic drugs, psychotropic drugs, stimulants or other analogous substances, as well as the persons obliged to fulfil them, shall comply with the provisions of the following paragraphs:

a) The tests will normally consist of the medical examination of the liable party, and of the clinical analyses that the forensic doctor or other experienced appointee, or medical staff of the health centre or medical institute to which the person is transferred, deem most appropriate.

At the request of the interested party or by order of the judicial authority, the tests may be repeated for purposes of verification, which may consist of blood, urine or other similar tests.

b) Any person who is in a situation similar to any of those enumerated in article 21, with respect to the investigation of the blood alcohol, is obliged to submit to the tests indicated in the previous paragraph. In cases of refusal to carry out such tests, the officer can proceed to the immediate immobilization of the vehicle.

c) The officer of the authority in charge of traffic surveillance, who notices obvious symptoms or signs that reasonably denote the presence of any of the substances mentioned in the previous article in the body of the persons referred to shall comply with the provisions of the Law of Criminal Procedure and, as necessary, in its case, the judicial authority, and shall adapt their behaviour, as far as possible, to the provisions of this regulation for tests for alcohol detection.



d) The competent authority shall determine the programs to carry out preventive controls for the testing of narcotic drugs, psychotropic drugs, stimulants or other similar substances in the body of any driver.





The DGT has acquired drug test kits for traffic police officers, for which the test will consist of taking a sample of saliva, which, after waiting 5 minutes, will give a result. In case of lack of the kit to carry out the test, the police officer could proceed to transfer the driver to a health centre if the driver shows obvious evidence of having taken this type of substance.

It will be the authorities, and not the police, that determine the campaigns to be carried out to prevent the consumption of these substances.



2. Infractions of this rule relating to driving under the influence of narcotic drugs, psychotropic drugs, stimulants or other similar substances, as well as the violation of the obligation to undergo tests for detection, will be considered as very serious infractions.

SECTION II ABOUT THE MOVEMENT OF VEHICLES

CHAPTER I POSITION ON THE ROAD

SECTION 1 DIRECTION OF MOVEMENT

Article 29 General rule

1. As a general rule, and especially on bends and brows of hills with reduced visibility, vehicles will drive, on all the routes subject of the Law on traffic, movement of motor vehicles and road safety, on the right and as close as possible to the edge of the road, maintaining sufficient lateral separation to traverse safely.





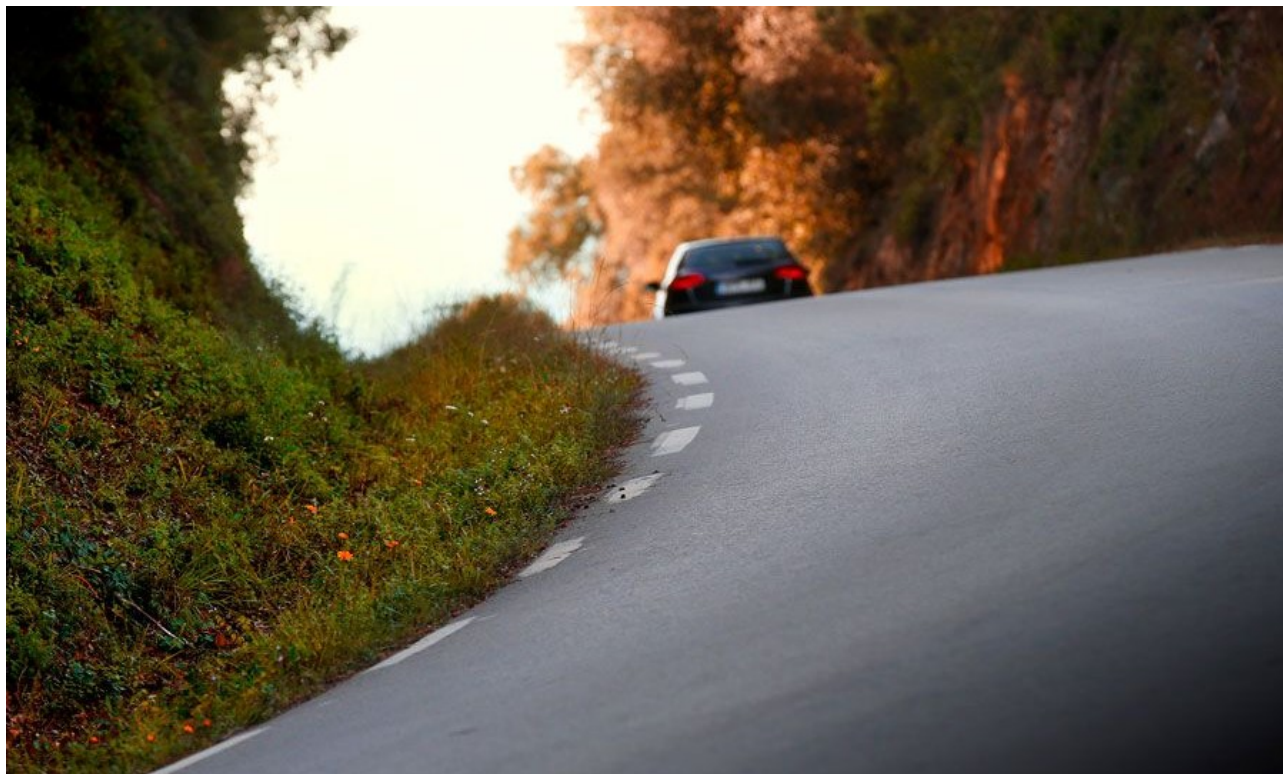
"Left lane syndrome"; the lanes located on the left are for overtaking, so once this manoeuvre is carried out and it is not intended to continue overtaking vehicles, you must rejoin the lane further to the right.

There are vehicles that, when driving through a two-lane roundabout, usually go over the line separating both lanes whilst the law makes it clear that you have to drive as close as possible to the right to avoid possible contact between vehicles.

Another common mistake on three-lane roads is to stay in the middle lane when not wanting to overtake, in which case one should use the far right lane.

Remember that the fact that the road has hardly any traffic does not give you the right to drive in the left or central lane; as a general rule, you should always keep to the right.

Even when there are no specific road signs that designate them, on brows of hills and bends with reduced visibility, every driver, except in the cases of overtaking provided in Article 88, must leave completely free the half of the road relating to those that drive in the opposite direction.



2. Instances of driving on the left, in the opposite direction to that stipulated, in a two-way road, will be considered as very serious infractions.

SECTION 2 USE OF LANES

Article 30 Use of lanes on roads with two way movement

1. The driver of a car or a special vehicle with a maximum authorised mass exceeding 3,500 kilograms will drive on the road and not on the hard shoulder, except for emergency reasons. In addition, they must comply with the following rules:

- a) On roads with two way traffic and two lanes, separated or not by road markings, you will drive in right-hand lane.
- b) On two way roads with three lanes separated by broken longitudinal lines, you will also drive in the one on your right and, in no case, in the one furthest on your left.

On these roads, the central lane will only be used to carry out any necessary overtaking and when turning left.



2. Cases of driving on the left, in the opposite direction to the one stipulated, will be considered as very serious infractions as is stipulated in article 65.5.f) of the associated text.

Article 31 Use of lanes, out of town, on roads with more than one lane for the same direction of travel

The driver of a motor vehicle or a special vehicle with a maximum authorised mass exceeding 3,500 kilograms will drive on the road and not on the hard shoulder, except for emergency reasons. In addition, out of town, on roads with more than one lane specifically for your direction of travel, you will normally drive in the right-hand lane, although you can use the other lanes on your side of the road when the traffic or road situation permits, provided that does not hinder the progress of another vehicle behind you.

Article 32 Use of lanes, outside of town, on roads with three or more lanes for the same direction of travel

When one of the said roads has three or more lanes in the direction of travel, drivers of trucks or vans with a maximum authorized mass exceeding 3,500 kilograms, those of special vehicles that are not required to drive on the hard shoulder, and those of vehicles of more than seven metres in length, will normally drive in the far right lane, and will be able to use the middle lane in the same circumstances mentioned in article 31.

Article 33 Use of lanes, in town, on roads with more than one lane reserved for the same direction of travel

When driving on roads in built-up areas with at least two lanes reserved for the same direction, marked by longitudinal lines, except in the case of motorways, the driver of a car or a special vehicle may use the one that best suits their destination, provided it is not an obstacle to the movement of other vehicles, and one should not leave it other than to prepare to change direction, overtake, stop or park.



Driving in a "zig-zag" fashion will be penalised with a fine of 200 euro.

Article 34 Lane count

When assessing the number of lanes, for the purposes of the provisions of the previous articles, those reserved for certain vehicles or certain manoeuvres in accordance with the provisions of the following article will not be taken into account.



Article 35 Use of lanes according to the speed indicated and those reserved for certain vehicles and certain manoeuvres

1. The use of the lanes according to speed and those reserved for certain vehicles and certain manoeuvres will be adjusted to what is indicated by the corresponding signals in this regulation.
2. High occupancy vehicles will be understood to be those exclusively designed for the transport of persons, whose maximum authorised mass does not exceed 3,500 kilograms, which are occupied by the number of people who, for each section of the road network, are in accordance with paragraph d) of this section. The use of lanes for vehicles with high occupancy (HOV) will be based on the following:





A) The use of the lane indicated for HOV is limited to motorcycles, passenger cars and adaptable mixed vehicles, and is therefore forbidden to other vehicles and groups of vehicles, including passenger cars with trailers, pedestrians, cycles, mopeds, animal drawn vehicles and animals.

The lanes for HOV may be used by vehicles authorised in accordance with the previous paragraph, even if only occupied by its driver, if the vehicle bears the V-15 signal, by buses with a maximum authorised mass exceeding 3,500 kilograms and articulated buses, regardless of the number of occupants, under the conditions established for the HOV, simultaneously if so indicated in the list of sections referred to in paragraph d).

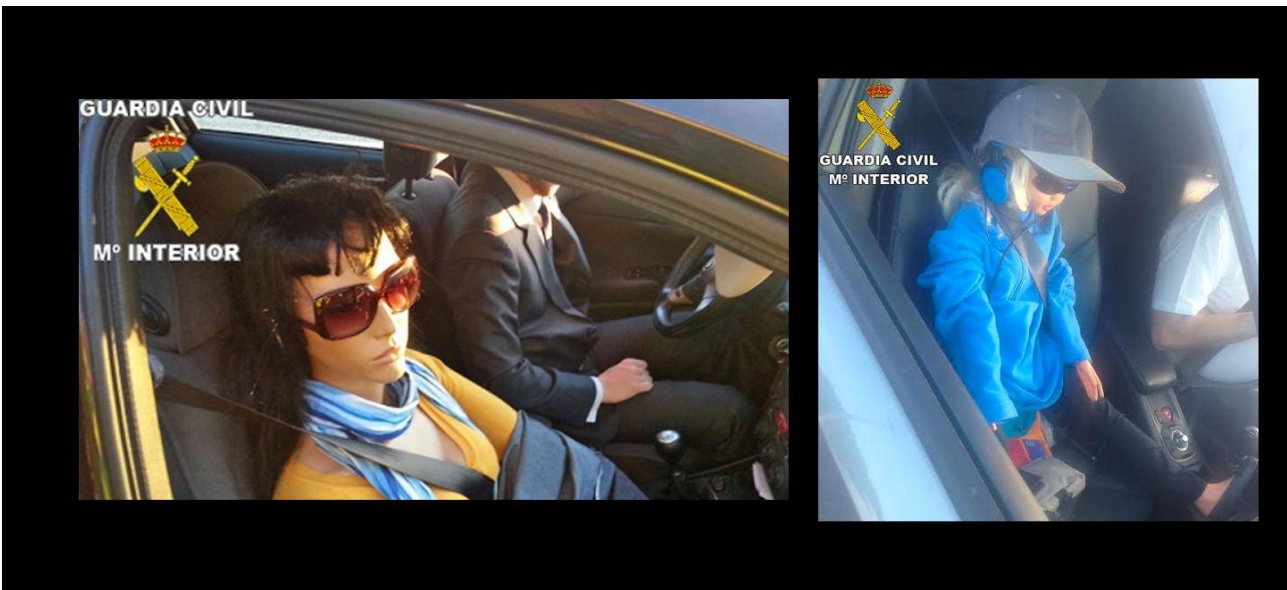
B) The authorisation or reservation of one or more lanes for the use of HOV may be permanent or temporary, with fixed hours or depending on the state of traffic, as established by the autonomous Central Jefatura de Tráfico or, where appropriate, the autonomous or local authority responsible for traffic regulation, who, in unusual circumstances and for reasons of road safety or traffic flow, may allow, recommend or order other vehicles to use the lane reserved for those, all of which without prejudice to the powers of the organisations in charge of the roads and, where appropriate, of their concessionaire companies.

C) Police, fire, civil protection, rescue and medical assistance vehicles providing an emergency service, as well as equipment for maintenance of the facilities and infrastructure of the road, may use the reserved lanes.

D) The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for regulating traffic, following a binding report from the body responsible for the road, will determine the sections of the road network in which lanes will be reserved for HOV, they will set the conditions of use and will publish, in the manner indicated in article 39.4, the list of sections of the road network in which said lanes are enabled.

High occupancy vehicle (HOV) is understood to mean those vehicles exclusively intended for the transport of persons, whose weight does not exceed 3,500 kg and which are occupied by a minimum number of persons determined by the competent authority according to the traffic circumstances.

3. Infractions to the rules established in section 2 regarding traffic in the opposite direction to that established shall be considered very serious.



SECTION 3 HARD SHOULDERS

Article 36 Driver obligations

1. Drivers of animal-drawn vehicles, special vehicles with a maximum authorised mass not exceeding 3,500 kilograms, cycles, motorcycles, vehicles for people with reduced mobility or vehicles following cyclists, in the event that there is no lane or part of road specially dedicated to them, will drive on the hard shoulder to their right, if it is passable and sufficient for each one of them, and, where not, they will use the main part of the road.



On this picture we can see that there is cycle lane, for that reason, we must use it.

They must also drive on the hard shoulder on the right, or, in the circumstances referred to in this section, on the main part of the road, those drivers of vehicles whose maximum authorised mass does not exceed 3,500 kilograms, in an emergency, or driving at an abnormally slow speed, thereby seriously disturbing the traffic flow.







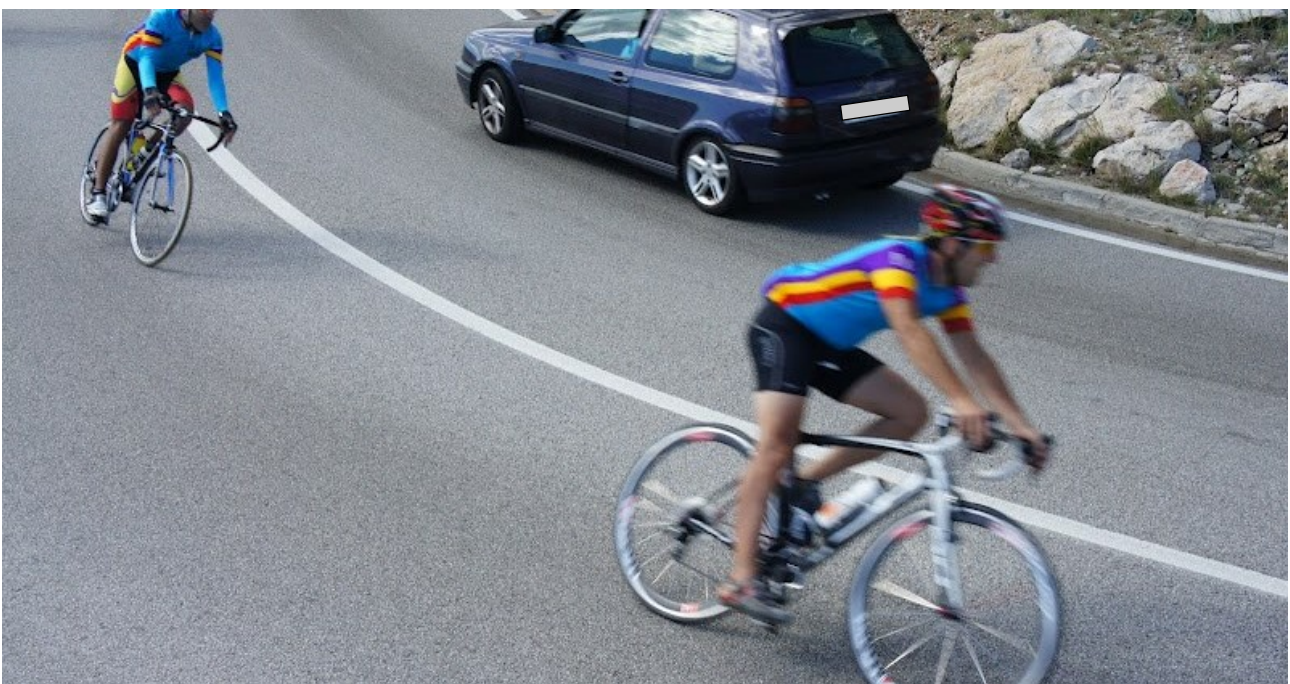


Motorcycles may not drive on the hard shoulder under any circumstances.

With the change in the law regarding driving licences, any driver that has held a "B" type driver's licence for more than 3 years, will be able to drive a 125 cc motorcycle without the need for a prior examination.

This change in the law is causing cases of drivers who have never driven a motorcycle, and have little or no experience, to drive at very low speeds on the hard shoulder. In these cases, they should first buy a moped to acquire the confidence and safety skills and then upgrade. The law does not include any exception for the use of motorcycles on the hard shoulder, therefore you should always ride on the road.

On long descents with curves, when safety permits, cyclists can leave the hard shoulder and drive on the right side of the road when needed.





It is not allowed to cross the solid lane and cycle on the other lane. Solid lines must be respected by all drivers included cyclists.

2. It is forbidden for the vehicles listed in the previous section to travel side by side, except for bicycles, which may do so in a column of two, keeping as far to the extreme right of the road, and in single file when there is reduced visibility, or when they may cause problems to other traffic. On motorways they are only allowed to travel on the hard shoulder, without encroaching the road for any reason.



Exceptionally, when the hard shoulder permits, mopeds may travel side by side, without encroaching the road for any reason.



Here, a DGT helicopter equipped with Pegasus monitoring equipment has recorded cyclists breaking the law and riding in a dangerous manner. The helicopter crew has contacted ground patrols to intercept the cyclists and fine them for the infractions.



3. The driver of any of the vehicles listed in section 1, except bicycles, cannot overtake another vehicle if the time the vehicles are parallel exceeds 15 seconds or the distance travelled to overtake exceeds 200 metres .

4. Specific regulations will apply to historical vehicles.

5. Infractions to the provisions in section 3 will be considered serious.

SECTION 4 SPECIAL DIVERSIONS OF TRAFFIC FLOW AND THE USE OF ROADS, LANES & HARD SHOULDERS

Article 37 Special traffic regulation for safety reasons or traffic flow

1. When safety or traffic flow warrants it, a change in traffic direction may be ordered by the competent authority, the total or partial restriction of access to parts of the road, either in general, for certain vehicles or users, the closing of certain routes, obligatory diversions or the use of hard shoulders or lanes in the opposite direction to that normally foreseen (article 16.1 of the articulated text).

2. In order to avoid traffic jams and ensure traffic flow, restrictions or limitations may be imposed on certain vehicles and specific routes, which will be mandatory for the users affected (article 16.2 of the articulated text).

3. The closure of a road covered by the legislation on traffic, flow of motor vehicles and road safety will only be carried out on an exceptional basis and must be expressly authorised by the autonomous body Central Traffic Headquarters or, as the case may be, by the autonomous or local authority responsible for regulating traffic, unless it is caused by physical deficiencies of the infrastructure or by carrying out works on it; in this case the authority will be the owner of the road, who should whenever possible, authorise an alternative route and its signalling. The closing and opening to traffic must be executed, in any case, by the agents of the authority responsible for the surveillance and discipline of the traffic or of the personnel dependent on the body responsible for the operation. The competent authorities who authorise the road closure are to publish information of the closures they have agreed upon.

4. The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for regulating traffic, as well as the bodies responsible for the roads, may impose restrictions or limitations on traffic for reasons of road safety or traffic flow, at the request of the owner of the road or other entities, such as concession companies of toll roads, and the petitioner will be obliged to signal the corresponding alternative route set by the traffic authority, throughout its journey.

5. Diversions contrary to those stipulated will be considered a very serious fault.

Travel without the corresponding authorisation through routes subject to restrictions or limitations imposed for reasons of road safety or traffic flow will be sanctioned.

Article 38 Travel on motorways (autopistas and autovías)

1. It is forbidden to drive on motorways with animal-drawn vehicles, bicycles, motorcycles and vehicles for people with reduced mobility (article 18.1 of the articulated text).



Notwithstanding the provisions of the previous paragraph, riders of bicycles over 14 years old may ride on the hard shoulders of the motorways, unless, for justified reasons of road safety, they are prohibited by the appropriate signalling. Said prohibition will be complemented with a panel that reports the alternative route.



Under no circumstances will the use of bicycles be authorised on autopistas, but may be allowed on some autovías. You should check the autovía's road signs to confirm which vehicles are forbidden.

Difference between an autopista and autovía

Technically, the difference between an autopista and autovía is in the design. An autopista is a motorway for cars and land cargo with wide curves and runs at a constant maximum permitted speed of 120 kilometres per hour, not normally requiring a speed reduction (with exceptions).

2. Any driver who, for reasons of emergency, is forced to drive their vehicle on a motorway at abnormally reduced speed, regulated in article 49.1, must leave it by the first exit.



For safety reasons, if you suffer a breakdown on the motorway you should not continue driving on it, but leave at the nearest exit.

3. Those special vehicles or special transport systems that exceed the weights or dimensions established in the General Vehicle Regulations may travel, exceptionally, on motorways when this is indicated in the complementary authorisation that must be provided, and those that do not exceed said weights or dimensions, when, according to their characteristics, may drive faster than 60 kilometres per hour on level ground and comply with the conditions indicated in annex III of this regulation.

Article 39 Traffic flow limitations

1. Subject to the provisions of the following sections, temporary or permanent traffic limitations may be established on the routes covered by the legislation on traffic, motor vehicle traffic and road safety, when required by safety or traffic flow considerations.







2. On certain routes, or in parts or sections of them included within the interurban public roads, as well as in urban sections, including crossings, temporary or permanent restrictions may be established on the movement of lorries with a maximum authorised mass exceeding 3,500 kgs, vans, joined vehicles, articulated vehicles and special vehicles, as well as vehicles in general that do not reach or are not allowed to reach the minimum speed that could be fixed when, due to holidays, seasonal vacations or mass movements of vehicles, high traffic volume is foreseen, or when the prevailing conditions make it necessary or convenient.



R200
Prohibited to
pass without
stopping



R201
Weight limit



R202
Axle weight
limit



R203
Length limit



R204
Width limit



R205
Height limit



Likewise, for security reasons, temporary or permanent restrictions may be established on the circulation of vehicles in which their own dangerousness or that of their cargo warrants their removal from urban centres, or from environmentally-sensitive areas or from sections such as bridges or tunnels, or their movement outside of peak traffic hours.



3. It is necessary to communicate the aforementioned restrictions to the Jefatura Central de Tráfico (Central Traffic Authority) or, where appropriate, to the traffic authority of the autonomous region handling the situation.

4. The restrictions will be published, in every case, a minimum of eight working days in advance, in the Boletín Oficial del Estado (Official State Gazette) and, optionally, in the official journals of the autonomous regions affected.

In exceptional or unforeseen circumstances, when it is deemed necessary to achieve greater flow or safety of traffic, it will be the traffic officers responsible for traffic surveillance and discipline who, during the necessary time, will determine any appropriate restrictive measures to be taken.



5. In the case of an emergency, special authorisation may be granted for the movement of vehicles within the routes and time limits which are subject to the restrictions imposed in accordance with the provisions of the preceding sections, after justifying the absolute necessity of carrying out the journey along these routes and in the periods subject to restriction.

In these special cases, the registration number and main characteristics of the vehicle referred to, the transported merchandise, the routes affected and the special conditions applying, must be stated.

6. The authorisations referred to in the previous section will be granted to the authority that established the restrictions.

7. The restrictions on circulation regulated in this article are independent and do not exclude those established by other authorities according to their specific competencies.

8. Drivers of vehicles travelling on restricted roads without the authorisation mentioned in section 5 will be considered to be guilty of an infraction.

Article 40 Reversible traffic lanes

1. On two-lane roads, when the broken double line markings delimit a lane on both sides, this indicates that the lane is reversible, i.e. traffic can be regulated in one direction or the other by means of traffic lights or other means. Drivers travelling in these lanes must use at least dipped headlights on their vehicles, both day and night, in accordance with the provisions of article 104.

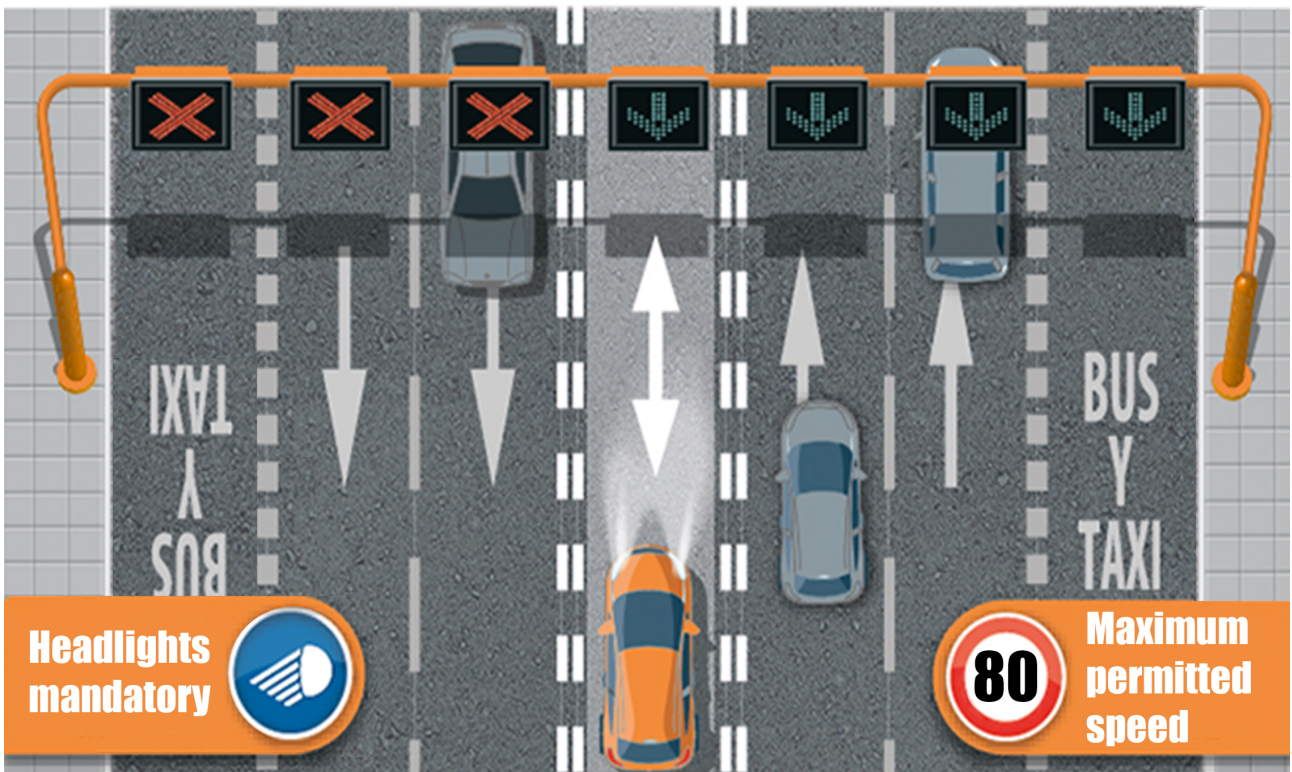
Driving in a reversible traffic lane without the flow permitting arrow or head lights being on, will be punished as a serious infraction.

2. Drivers of vehicles moving in the opposite direction to that stipulated will be guilty of serious infractions, as stated in article 65.5.f) of said text.

Article 41 Lanes used for traffic moving in the opposite direction from usual

1. In order to improve traffic flow, when there is more than one lane of traffic in each direction of travel, the traffic authorities may enable lanes for use in the opposite direction to the usual, duly marked in accordance with the provisions of article 144.





The use of lanes enabled for traffic in the opposite direction to the usual is limited to motorcycles and cars, and it is therefore forbidden to other vehicles, including passenger cars with a trailer. The users of this type of lanes will always drive with dipped headlights, at least, both day and night, at a maximum speed of 80 km/hour and a minimum of 60 km/hour, or lower if so established or specifically signposted, and may not move to the side invading the lane or lanes destined for the normal direction of movement, not even to overtake.



Drivers of vehicles travelling in lanes intended for the normal direction of traffic, adjacent to the one enabled for traffic in the opposite direction to the usual, may also not move sideways, invading those lanes enabled for use in the opposite direction to the usual; they will use, at the very least, dipped headlights, both day and night; and, in addition, if they have only one lane in their direction of movement, they will do so at a maximum speed of 80 km/hour and a minimum of 60 km/hour, or lower if so established or specifically marked, and if they have more than one lane in their direction of travel, they will travel at the speeds established in articles 48.1.a) 1st and 2nd, 49 and 50. These drivers will take special care to avoid moving the mobile, or permanent, cones or beacons.



The highway authorities may also enable lanes for use in the opposite direction to the usual, in agreement with the Jefatura Central de Tráfico (Central Traffic Headquarters) or, where appropriate, with the autonomous authority responsible for traffic, when carrying out road works on the highway, and in this case all types of roadworthy vehicles may use these lanes, unless expressly prohibited, under the same conditions established in the preceding paragraphs.

2. Drivers travelling in the direction opposite to that stipulated or in violation of the speed limits will be considered to be guilty of very serious infractions, in the first case, and serious or very serious infractions, as appropriate, in the case of excessive speed.

Article 42 Additional traffic lanes in certain situations

1. On roads with two-way traffic and hard shoulders, when the width of the road allows it, the traffic authorities may enable an additional lane of traffic to be used by vehicles in the centre of the road, in one of the directions of travel, by using provisional signalling and cones.



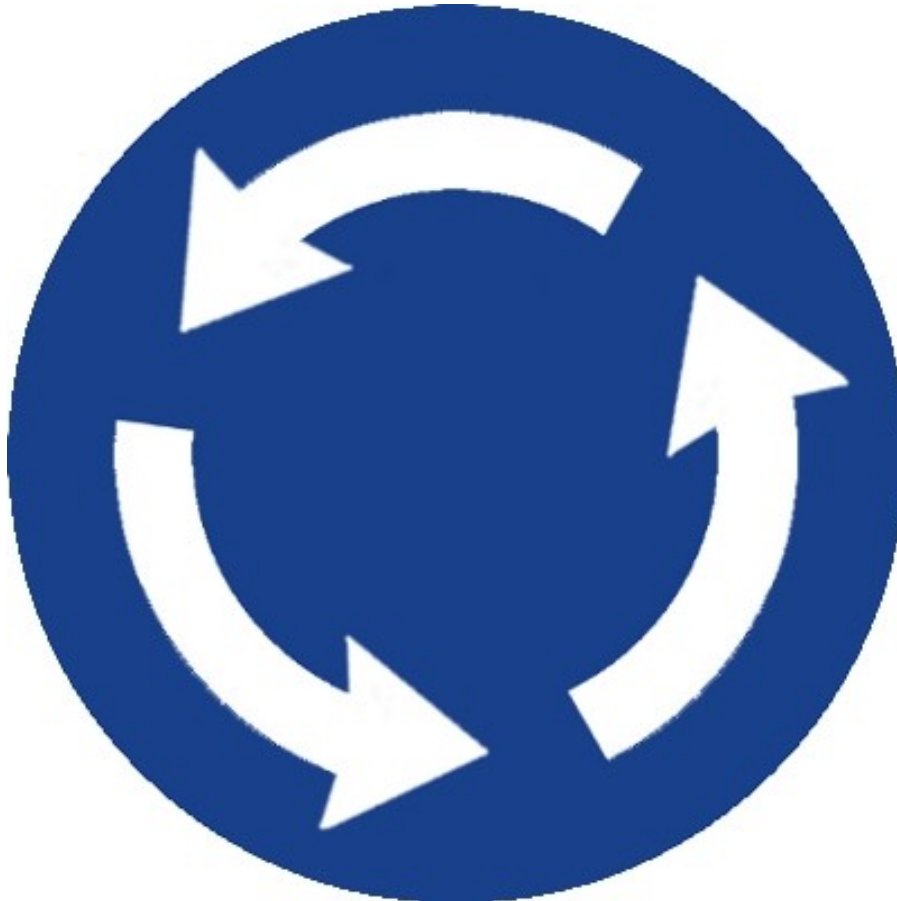
Enabling this additional lane of traffic means, by using both hard shoulders, having two lanes in one direction of travel and one in the other direction. In any case, this circumstance will be duly signalled. Vehicles travelling on the hard shoulders, and on said additional lane, will do so at a maximum speed of 80 kilometres per hour and a minimum of 60 kilometres per hour, or lower if so established or specifically signalled, and they must use at least dipped headlights or emergency lighting (hazard lights), both day and night, and should observe, as applicable, the rules contained in the previous article.

2. Drivers of vehicles travelling in the direction opposite to that stipulated or in violation of the speed limits will be considered to be guilty of very serious infractions, in the first case, and serious or very serious infractions, as appropriate, in the case of excessive speed.

SECTION 5 SHELTERS, ISLANDS OR GUIDING DEVICES

Article 43 Direction of traffic

1. When there are shelters, islands or guiding devices on the road, vehicles will pass on the right hand side of these, in the direction of travel, except when these are located on a one-way road or in the lane with a single direction of traffic, in which case they can be passed on either side.
2. On squares, roundabouts and intersections, vehicles will drive to the right of these constructions.



3. Drivers of vehicles moving in the opposite direction to that stipulated will be considered to have committed a very serious infraction, even if there are no shelters, islands or other traffic devices.

SECTION 6 DIVISION OF THE ROADS INTO LANES

Article 44 Use of lanes

1. On roads divided into two directions, with a central divider, vehicles must use the lane furthest to the right.
2. On three-lane roads, the centre lane could be for use in both directions, or in only one direction, permanently or temporarily, according to the signage in place, and the lanes to the side are to be used in only one direction, unless the Jefatura Central de Tráfico (Central Traffic Headquarters) or, in each case, the autonomous or local authority responsible for traffic, establishes for these lanes or some of these lanes to be used in another direction, which would need to be appropriately marked.
3. Drivers of vehicles moving in the opposite direction to that stipulated will be considered to have committed a very serious infraction.

CHAPTER 2 Speed

SECTION 1 SPEED LIMITS

Article 45 Adaptation of speed to the circumstances

Every driver is obliged to respect the established speed limits and additionally take into account, their own physical and mental conditions, the characteristics and condition of the road, the vehicle and its load, the meteorological, environmental and traffic conditions, and, in general, any circumstance that may occur at any time, in order to adapt the speed of their vehicle to them, so that you can always stop within the limits of your field of vision and any obstacle that may arise.





Sometimes we drive in adverse weather conditions (rain, snow, ...), remember that in these cases, you must adapt your speed to the state of the road.

There are often many incidents with the first rain / snow, because the driver does not realise the risk of continuing to drive at the same speed that they been doing; because of the loss of tyre grip on the road, made worse by a dry covering between the surface and water, the braking distance increases, so we must reduce speed to the conditions for us to control the vehicle in any circumstance.

Remember that if you have a collision in which it is proven that the main cause was not adapting the speed to the state of the road, you could be fined.

Article 46 Moderation of speed - Cases

1. You are to drive at a moderate speed and, if necessary, stop the vehicle when circumstances demand it, especially in the following cases:

A) When there are pedestrians on the part of the road that is being used or if rationally it could be foreseen, especially if it is children, the elderly, the blind or other people that are clearly disabled.



B) When approaching cyclists, at intersections and in the vicinity of cycle lanes and pedestrian crossings not regulated by traffic lights or traffic controllers, as well as when approaching markets, educational centres or to places where the presence of children is likely.



C) When there are animals on the part of the road that is being used or if rationally it could be foreseen.



P-23

Warning of domestic
animals



P-24

Warning of wild animals



D) In areas with buildings, that have immediate access to the part of the road that is being used.



E) When approaching a bus at a bus stop, especially if it is a school bus.



F) Out of built up areas, when approaching immobilised vehicles on the road and near cyclists on the road or it's hard shoulder.



G) When travelling on a slippery road or when water, gravel or other materials may be splashed or sprayed onto other road users.



H) When approaching level crossings, roundabouts and intersections in which priority is not granted, and to places of reduced visibility or narrowing.



If the intersection is properly marked but the visibility of the road is practically zero, the speed of the vehicle should not exceed 50 kilometres per hour.

I) When passing another vehicle, if the circumstances of the road, vehicles or weather / environmental conditions do not allow it to be carried out safely.



J) In bright sunlight / glare.



K) In dense fog, heavy rain, snow or clouds of dust or smoke.



Every driver must travel at a speed that allows the vehicle to stop within the limits of their field of vision, and before any obstacle that may arise. Remember that in all circumstances, if the vehicle driving in front of you stops and you hit it, you will be responsible for not having kept "a safe distance"; one that allows you to stop the vehicle without colliding with the vehicle in front of you.

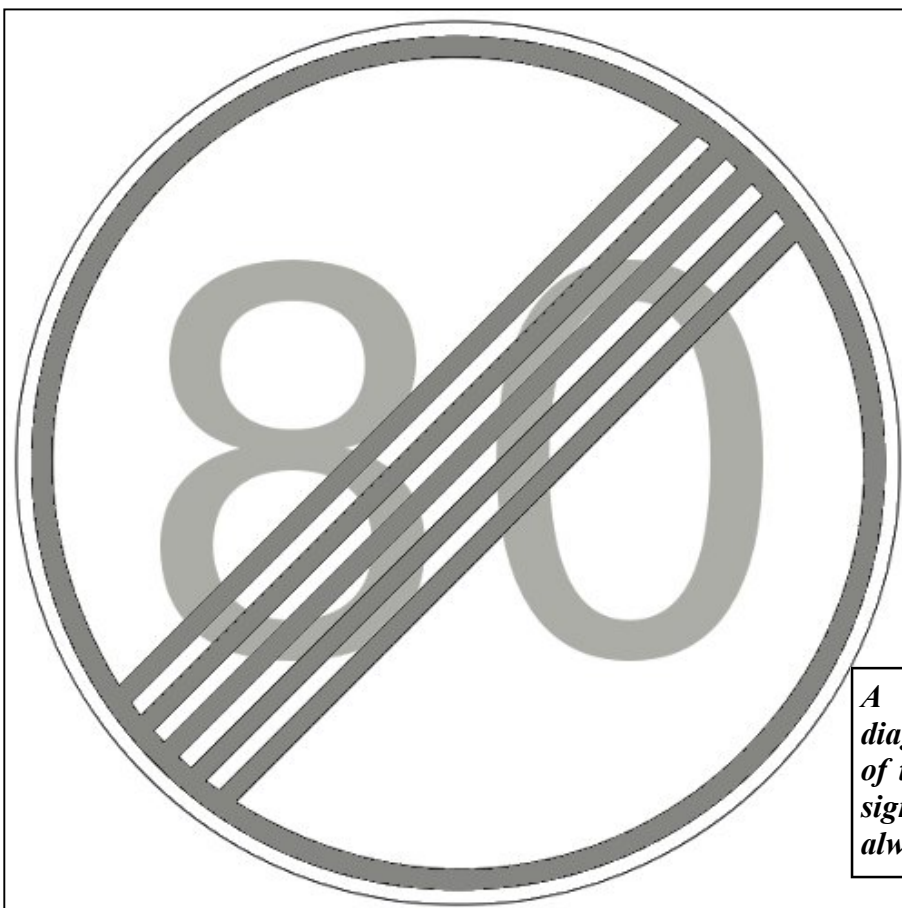
If a driver brakes abruptly when they sense a possible mobile / fixed radar, thereby creating a risk for the vehicles driving behind them, this is not considered "a moderation of speed". This behaviour will be classed as a serious infringement of the rules.

2. Infractions to these rules will be considered serious or very serious.

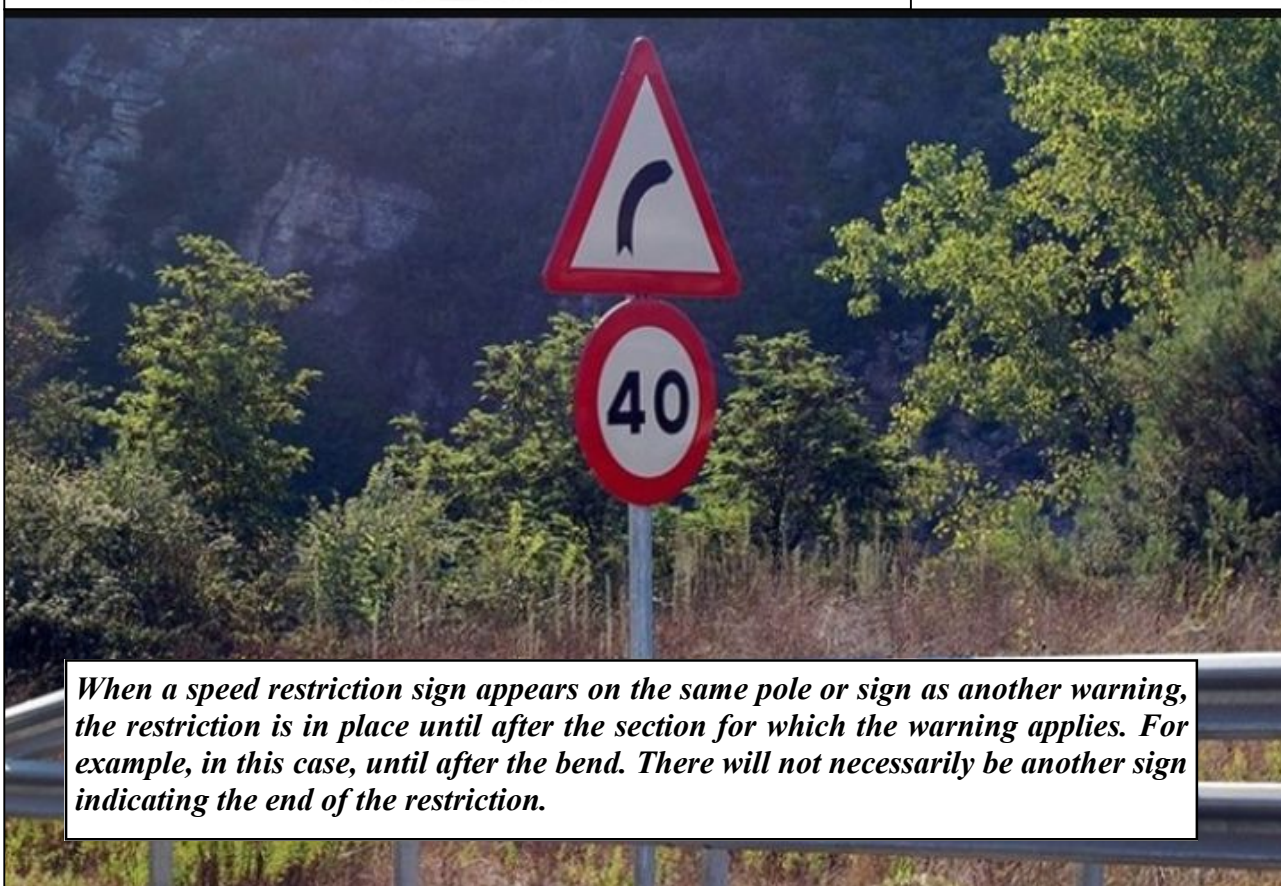
Article 47 Maximum and minimum permitted speeds

The road authority shall display, by means of corresponding signs, the specific speed limits that apply according to the characteristics of that section of the road. In the absence of any specific signs, the normal rules for that type of road will comply.





A white and grey sign with diagonal bars indicates the end of the restriction visible on the sign. These signs are not always used however.



When a speed restriction sign appears on the same pole or sign as another warning, the restriction is in place until after the section for which the warning applies. For example, in this case, until after the bend. There will not necessarily be another sign indicating the end of the restriction.

The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for the regulation and control of traffic, when the traffic conditions require, may set speed limitations on a temporary basis with the corresponding signs or variable signalling.



This is a relatively new sign, intended to offer extra protection towards cyclists. The maximum permitted speed limit is applicable on the days and times stated. Outside these times, normal rules apply. The sign also serves as a reminder to give cyclists sufficient room when overtaking. The sign on the right indicates the end of the restriction.

Article 48 Maximum speeds on roads out of town

1. The maximum speeds that must not be exceeded, except in the cases provided for in Article 51, are the following:

a)

	Passenger cars, motor-cycles, motor homes with a maximum authorised mass of 3,500 kg or less, pick-ups	Trucks, tractors, vans, motor homes with a maximum authorised mass exceeding 3,500 kg, articulated vehicles, cars with trailers and other vehicles	Buses, vehicles derived from passenger cars and adaptable mixed vehicles
Motorways (Autopistas y autovías)	120	90	100
Conventional roads	90	80	90

1. On conventional roads with a physical separation between the two directions of traffic, the managers of the road may set a maximum limit of 100 kilometres per hour for cars, motorcycles and motor homes with maximum authorised mass equal to or less than 3,500 kg.

2. For three-wheeled vehicles assimilated to motorcycles, the same speed limits that are established for two-wheeled motorcycles apply.

b) For vehicles that performing school transport and carrying children or transporting dangerous goods, the maximum speed set in paragraph a) will be reduced by 10 kilometres per hour, depending on the type of vehicle and the road it is travelling.



In the event that a bus is carrying standing passengers, if authorised, or in the event that the bus is not equipped with a seat belt, the maximum permitted speed on conventional roads will be 80 kilometres per hour.



c) For special vehicles and vehicle assemblies, even if only one of the elements that make up the assembly is of such nature:





1. If they do not have braking signalling, they have a trailer or they are power tillers: 25 kilometres per hour.
2. The remaining special vehicles: 40 kilometres per hour, except when they can develop a speed higher than 60 kilometres per hour on level ground according to their characteristics, and meet the conditions indicated in the regulations governing vehicles; in this case, the maximum speed will be 70 kilometres per hour.





d) For vehicles under special transport, as indicated in annex III of this regulation.

e) For cycles, two and three wheeled mopeds and light quadricycles: 45 kilometres per hour. However, bicycle riders may exceed this maximum speed in those sections in which the circumstances of the road allows them to develop a higher speed.



f) On unpaved roads, the maximum speed limit will be 30 kilometres per hour.

g) Vehicles that, for reasons of testing or experimentation, have been granted a special permit for testing may exceed the maximum speed set at 30 kilometres per hour, but only within the fixed itinerary and in no case when they travel through urban roads, crossings or sections where there is specific signage that limits speed.

h) Three-wheeled and quadricycle vehicles on any type of road where their movement is allowed, the limit of 70 kilometres per hour applies.

2. Violations of the rules of this provision will be considered as serious or very serious, as appropriate for speeding, as provided in articles 76.a) and 77.a), both of the rewritten text of the Tráfico, Circulación de Vehículos a Motor y Seguridad Vial.

Last update published on 29/12/2018, effective as of 29/01/2019.

MAXIMUM PERMITTED SPEED LIMITS ON THE ROADS OF SPAIN*



Car
Motorbike
Small Motorhome
Pick-up

Bus
Car Derivatives
Mixed Adapted Vehicles

Truck
Van
Large Motorhome
Articulated Vehicles
Vehicle with Trailer
Others

Bicycle
Moped

*Where no other restrictions apply

**Where permitted

Article 49 Minimum permitted speeds in and out of towns and villages

VEHICLE TYPES	ROAD	Motorways (Autopistas and autovías)	Conventional roads with hard shoulder of 1.5	Other conventional roads	Urban roads
Cars and motorbikes, vehicles with three wheels		120 60	100 50	90 45	50 25
Buses, derivatives of cars, motor homes, mixed vehicles		100 60	90 45	80 40	50 25
Trucks, articulated vehicles, vans, large motor homes		90 60	80 40	70 35	50 25
Vehicles with trailer up to 750kg		90 60	80 40	70 35	50 25
Other vehicles towing a trailer		80 60	80 40	70 35	50 25

1. The normal driving of a vehicle must not be obstructed by a slow-moving vehicle driving at an abnormally reduced speed without a good reason. Thus travelling on motorways at a speed of less than 60 kilometres per hour is prohibited, and on other roads, it is not permitted to drive at a speed less than half of the general limit indicated for each category of vehicles in this chapter, even if no other vehicles are on the road.

2. It is permitted to drive below minimum speed limits in the cases of special vehicles and when the traffic circumstances dictate, a vehicle or road prevent maintaining a speed above the minimum, without risk to the movement of vehicles, as well as in cases to protect or accompany other vehicles for which the speed needs to be adapted to that of the accompanied vehicle.



In these cases, the escort vehicles must show V-21 or V-22 signs on the upper part, as applicable, as written in article 173.



3. When a vehicle cannot reach the minimum speed required and there is a danger, they must use their emergency hazard lights.

4. Violating these rules will be considered serious.

Article 50 Speed limits on urban roads and crossings

1. The maximum speed that vehicles must not exceed on urban roads and crossings is generally 50 kilometres per hour, except for vehicles that transport dangerous goods, which need to drive at a maximum of 40 kilometres per hour.



1. The maximum speed that vehicles must not exceed on urban roads and crossings is generally 50 kilometres per hour, except for vehicles that transport dangerous goods, which need to drive at a maximum of 40 kilometres per hour.

These limits may be reduced in particularly dangerous journeys by agreement of the municipal authority with the owner of the road, and on urban roads, by the decision of the relevant body of the local municipality.

Under the same conditions, the limits may be extended by the use of appropriate signs, on crossings and on motorways within the town, without exceeding at any time the general limits established for such roads outside the town. In the absence of signs, the maximum speed that vehicles should not exceed on motorways within an urban area will be 80 kilometres per hour.



Buses that carry standing passengers with authorisation may not exceed the maximum speed established in article 48.1.b) under the circumstances discussed in the previous paragraph.

2. Infractions to these norms will be considered as serious as detailed in article 65.4.c), unless they are considered as very serious.







In some cities they are beginning to apply in certain areas a speed limit of 30 kilometres per hour, as these are areas shared by both bicycles and cars, therefore reducing traffic collisions and the consequences from them. In streets where the speed limit is 30 kilometres per hour, you will find that the bike lane is signposted in the middle of the road because preference is given to bicycles on these roads, so they can ride in the middle of the road like the rest of the vehicles if it is indicated.



Article 51 Maximum permitted speeds when overtaking

1. The maximum speeds set for roads that do not run on urban land can only be exceeded by 20 kilometres per hour by cars and motorcycles when they overtake other vehicles travelling at a lower speed.



Remember that on the motorway it is forbidden to go over the limit. That is to say that exceeding the maximum speed limit of 120 kilometres per hour would be sanctionable (police report).

2. Infractions to these norms will be considered as serious as previously stated in article 65.4.c), unless they are considered very serious.

Article 52 Management of speeds

1. The following shall have their maximum speeds indicated in the previous articles managed :

A) Through corresponding signals.

B) Certain drivers due to their personal circumstances.

Código 105/ Code 105:

Velocidad máxima limitada, por causas administrativas / Maximum permitted speed limited for administrative reasons

01, 70 kilómetros por hora / 70 kilometres per hour.

02, 80 kilómetros por hora / 80 kilometres per hour.

03, 90 kilómetros por hora / 90 kilometres per hour.

04, 100 kilómetros por hora / 100 kilometres per hour.

		9.	10.	11.	12.
13.	AM				
	A1				
14.	A2				
	A				
	B				
	C1				
	C				
	D1				
	D				
	BE				
	C1E				
	CE				
	D1E				
	DE				
	btp				
	12.				

1. Apellidos 2. Nombre
3. Fecha y lugar de nacimiento
4a. Válido desde
4b. Válido hasta
4c. Autoridad expedidora
5. Número
10. Válido desde
11. Válido hasta
12. Observaciones

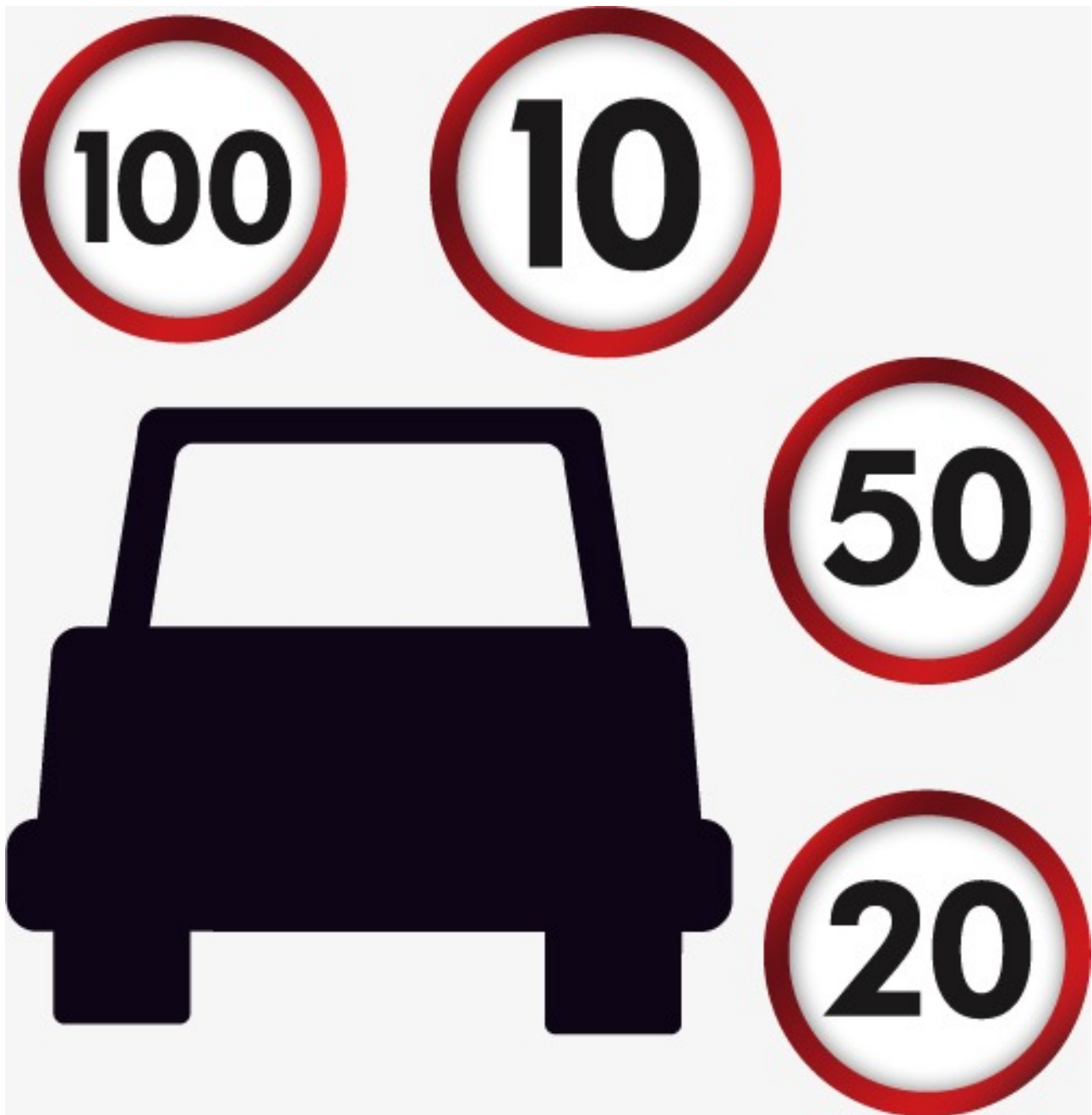
C) Novice drivers.

Since 2011, novice drivers are not subject to a reduced speed limit. Prior to that date, new drivers were limited to a maximum of 80 kilometres per hour.



D) Certain vehicles or groups of vehicles due to their special characteristics or the nature of their cargo.

2. In the cases included in paragraph b) of the previous section and in article 48.1.c) and d), it will be mandatory to carry, on the rear part of the vehicle, visible at all times, the speed limit signal referred to in Article 173.



3. Infractions will be considered serious or very serious, as appropriate for speeding, as provided in articles 65.4.c) and 65.5.e), both of the articulated text.

SECTION 2 Reduction Of Speed And Distances Between Vehicles

Article 53 Reduction of speed

1. Except in the case of imminent danger, every driver, in order to be able to reduce the speed of their vehicle considerably, must make sure that they can do so without risk to other drivers and will be obliged to give a suitable warning in the manner provided in article 109, without having to do it abruptly, so that it does not produce a risk of collision with the vehicles that drive behind theirs.



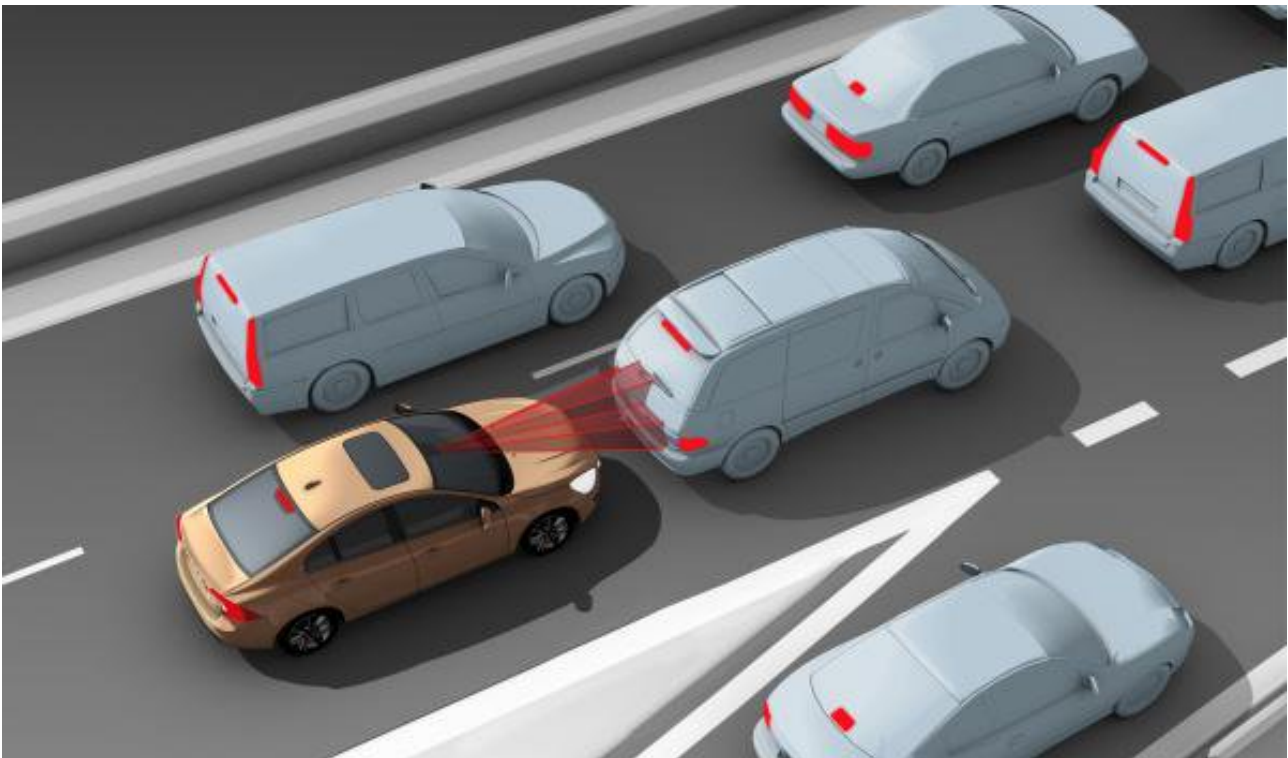
2. Infractions will be considered as serious.

This is the most common complaint dealt with by the police, often about drivers who are driving and when they see a radar they step on the brake abruptly, sometimes endangering the vehicles driving behind. This type of braking is forbidden, with or without traffic. Speed should always be progressively reduced.

Article 54 Distance between vehicles

1. Every driver of a vehicle travelling behind another must leave between them a clear space that allows them to stop, in case of sudden braking, without colliding with the vehicle in front, taking into account especially the speed and grip conditions and braking. However, bicycle drivers will be allowed to ride in a group without maintaining such a separation, so long as they leave sufficient space to avoid crashing into each other.





Remember that as a general rule if you hit a car from behind, you will be responsible for the collision. We must always leave sufficient distance that permits us to manoeuvre in case the vehicle in front of us suddenly brakes and so we do not hit it. At any time, the vehicle in front can have an animal cross in front of it, or a child, or an obstacle in the road or an incident or something that causes braking. If something happens that results in a crash, we are demonstrating that we have not kept a sufficient distance to be safe.

2. In addition to the provisions of the previous section, the separation that must be kept by any vehicle driver that drives behind another without indicating its intention to overtake must be such as to allow another vehicle, in turn, to pass it safely, except in the case of cyclists who ride in a group. Vehicles with a maximum authorised mass exceeding 3,500 kilograms and vehicles and joined vehicles of more than 10 metres in total length must keep a minimum separation of 50 metres for this purpose.





3. The provisions of the previous section will not apply:

- A) In towns.
- B) Where overtaking is prohibited.
- C) Where there is more than one lane for traffic in the same direction.
- D) When the traffic is so saturated that it does not allow overtaking.

4. Infractions to the norms of this precept will be considered as serious.

Section 3 Competitions

Article 55 Sports competitions, cycling tours and other events

1. Sporting event celebrations whose purpose is to compete in distance or time through roads or land subject to traffic legislation, traffic and road safety, as well as the performance rules of cycling or other events, will require prior authorisation which will be issued in accordance with the standards indicated in annex II of this regulation, which will control said activities.



Cyclists engaged in activities involving more than 50 riders.

2. It is forbidden to enter speed competitions on public roads or those for public use, unless, exceptionally, they have been permitted to be used for this purpose by the competent authority (article 20.5 of the articulated text).



3. Violations of the rules of this provision will be considered very serious, as provided in article 65.5.g) of the articulated text, without prejudice to measures adopted by the agents in charge of traffic surveillance to suspend, interrupt or dissolve unauthorised sports events.

CHAPTER 3 PASSAGE PRIORITY

Section 1 Normal priorities at intersections

Article 56 Marked intersections

1. At intersections preference is always shown by regulating signs.



Give way



STOP and give way



Intersection (junction) with priority given to vehicles on this road



Intersection (junction) where priority is with vehicles from the right

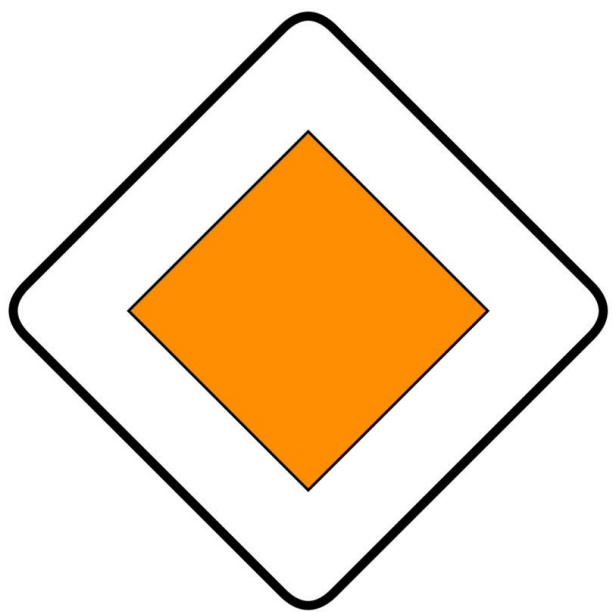
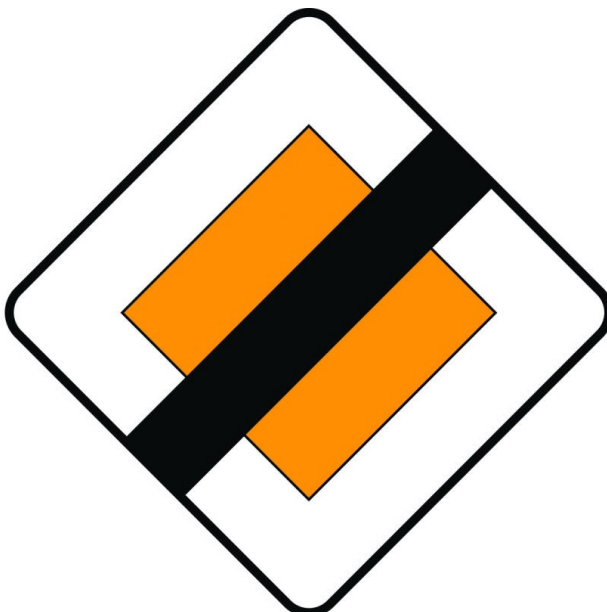
2. Drivers of vehicles when approaching an intersection controlled by a traffic agent, must stop their vehicles when so ordered in accordance with Article 143.



3. All drivers of vehicles approaching an intersection controlled by traffic lights must act in accordance with regulations set out in Article 146.



4. Drivers of vehicles approaching an intersection with traffic priority signs or drivers of vehicles on roads indicating priority over other traffic will have priority over oncoming vehicles or those vehicles coming from another direction.

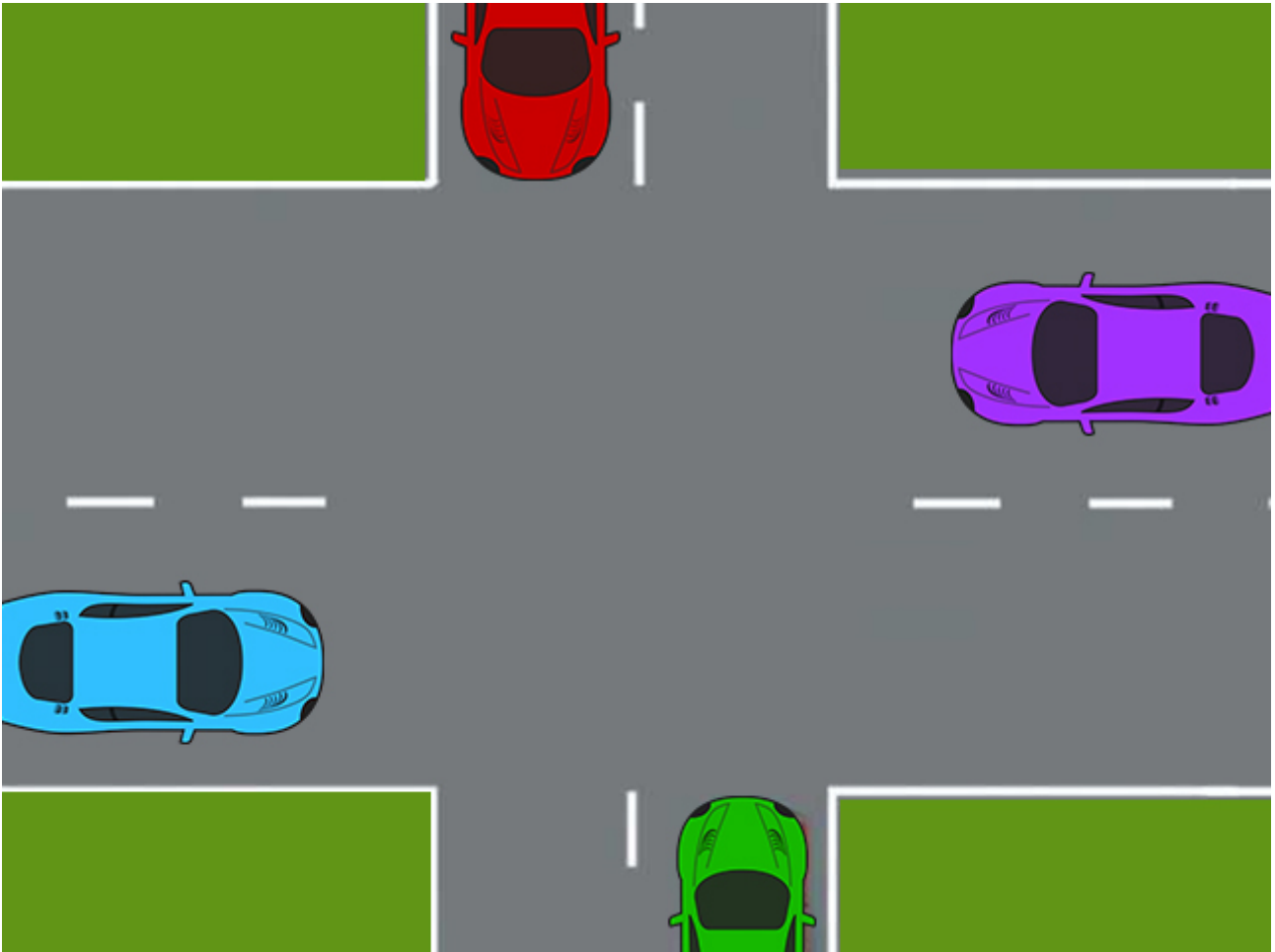


5. At intersections where a "give way" or "mandatory stop" sign is displayed, drivers will always give way to vehicles travelling on the principal road, regardless of the side from which they are approaching, stopping completely when necessary and always when indicated by the corresponding signs.



6. Infringement of rules relating to traffic priority will be considered as serious

Article 57 Intersections without signs



1. In the absence of signs indicating traffic priority, drivers are obliged to give way to vehicles approaching from the right, except in the following cases:

- A) Vehicles travelling on paved roads will have priority over vehicles on unpaved roads.
- B) Vehicles travelling on rails have priority over all other road users.



C) At roundabouts, those who are already on the roundabout will have priority over those waiting to join.



D) Vehicles travelling on motorways or main roads will have priority over those waiting to join.





Remember that if, at the beginning of a slip road, you realise that it will not be possible to join the main road for traffic flow reasons, you should slow down until you can do so safely without stopping or hindering the vehicles that are already in transit on the highway.

2. Infringement of rules relating to traffic priority will be considered as serious.

Article 58 General rules

1. The driver of a vehicle which has to give way to another, must not start or continue to move or manoeuvre, nor restart, until it is certain that the driver of the vehicle with priority is not forced to abruptly change direction or speed and sufficient advance indication is given to the priority vehicle of concession including a gradual speed reduction.



In the case of vehicles approaching a roundabout travelling at a very high speed, braking sharply just before reaching it and causing a vehicle moving in an inside lane to stop for fear of a collision, the driver of the vehicle that did not reduce speed when approaching the roundabout will be sanctioned for a serious offence as follows;

“Not demonstrating sufficiently in advance due to the manner of driving, especially with the need for gradual reduction of speed, the intention to give way at an intersection”

Remember that speed at roundabouts, as a general rule, is limited to 40 kilometres per hour.

2. Notwithstanding the rules set out in this chapter which regulate traffic priority, rules provided in previous sections should also be taken into account where appropriate.
3. Infringement of rules relating to traffic priority will be considered serious as set out in Article 65.4.c of the articulated text.

Article 59 Intersections

1. Even when you have priority of passage, no driver should position the vehicle at an intersection, a pedestrian or cycle crossing if the traffic situation is such that it impedes or obstructs crossing traffic.



2. Any driver whose vehicle is stopped at an intersection regulated by traffic lights and whose position creates an obstacle to traffic, must leave the situation without waiting for passage in the direction which was intended, provided that doing so does not interfere with the progress of other users who advance in the permitted sense (article 24.3 of the articulated text).
3. Infringement of rules relating to intersections will be considered serious.

Section 2 sections in road works, road narrowing and large pending sections

Article 60 Stretches in road works and road narrowing

1. In sections of road where, due to narrowing, it is impossible or very difficult for two vehicles travelling in the opposite direction to pass simultaneously and where there is no express signalling to the effect, the first vehicle to enter the restricted section will have priority of passage.

In case of doubt about this circumstance, the vehicle with the greatest manoeuvrability difficulty shall have preference, in accordance with definitions set out in article 62.

2. When road repair works are being carried out, vehicles, horses and all species of farm animals will pass through the designated areas.

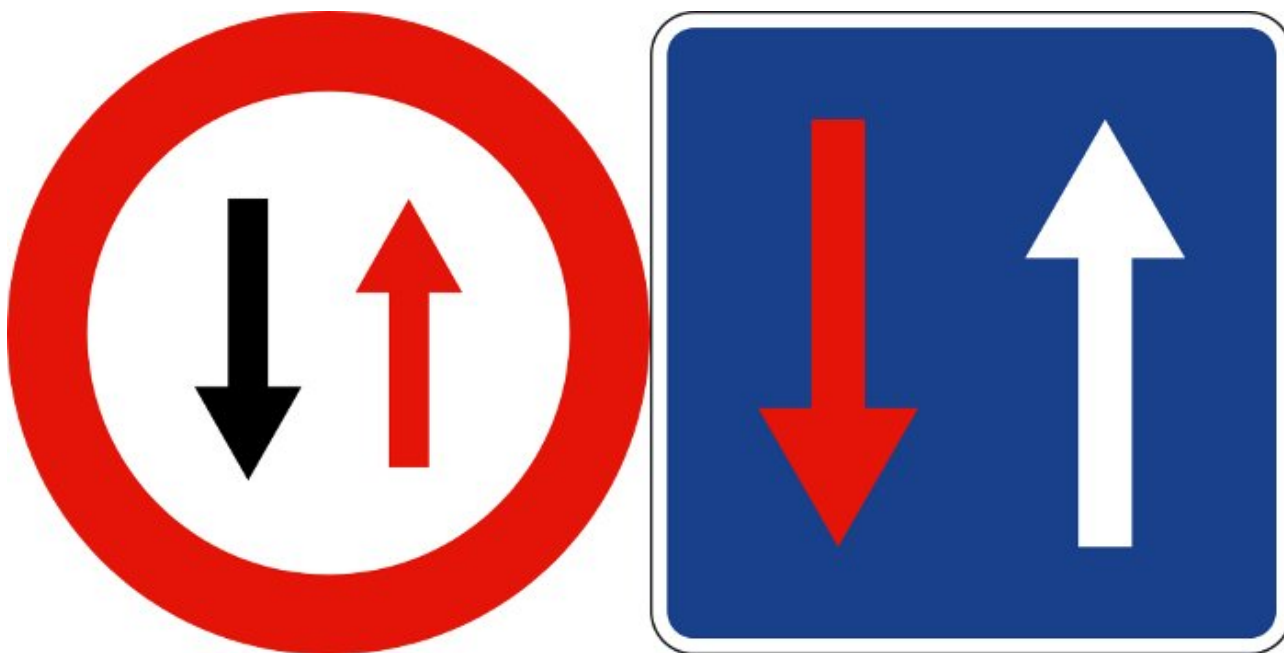
3. Whenever it is possible to do so without danger or damage to work being carried out, passage through the section in repair will be allowed for police, fire service, civil protection and rescue and health care vehicles whether public or private, which are operating in an emergency situation and whose drivers indicate so by means of the use of corresponding signalling.

4. In all cases, any vehicle that approaches a road repair work section and finds another vehicle travelling in the same direction ahead, will be placed behind it, as close as possible to the edge of the right and will not try to pass but remain following.

5. In all the cases foreseen in this article, road users are obliged to follow the instructions of the personnel assigned to regulate the passage of vehicles.

Remember that you must heed the indications of the person who is regulating traffic at road works. It is a traffic offence not to obey them when they are on traffic regulation duties.

6. Infractions to the norms of this precept will be considered as serious.



These regulatory signs often cause confusion. The one on the left warns that you do NOT have priority over oncoming vehicles and so you must give way, or stop as necessary. The sign on the right indicates that you DO have priority and can continue if the way is clear and it is safe to do so.

Article 61 Passage across bridges and works with signalled passage

1. The order of preference for crossing bridges or road works whose width does not allow vehicles to pass each other will be carried out in accordance with the regulating signals.
2. In the case of two vehicles wishing to cross bridges or road works where a priority signal is placed, the vehicle which does not have priority must give way to the vehicle which does.



In the absence of signalling, the order of preference between the different types of vehicles shall be in accordance with the provisions of article 62.

3. Vehicles that need special authorisation to travel cannot cross over bridges if the width of the road is less than six metres, so that for each vehicle a track width of not less than three metres can be counted. In the event of a meeting or crossing between said vehicles, the provisions of the previous section shall apply.
4. Infractions to the norms of this precept will be considered as serious, as foreseen in article 65.4.c) of the articulated text.

Article 62 Priority in the absence of road signs

1. Regardless of what a public official might order, or, as the case may be, what works staff might indicate, or those accompanying specialised vehicles or in specialised transport schemes, priority for different types of vehicles when one of them has to reverse is as follows:

A) Specialised vehicles and those in special transport schemes which exceed the weight or size set in vehicle regulations.



B) Groups of vehicles, except those covered by paragraph d).



C) Horse-drawn vehicles.



D) Cars towing trailers of up to 750kg maximum authorised weight and camper vans.



E) Passenger transport vehicles.



F) Lorries, tractors and vans.



G) Cars and car-derived vehicles.



H) Specialised vehicles which do not exceed the established weight or size regulations, quads and lightweight quads.



I) Three-wheeled vehicles, motorcycles with sidecars and three-wheeled mopeds.





J) Motorcycles, two-wheeled mopeds and bicycles.





Where vehicles are of the same type or not listed above, priority is determined in favour of the vehicle which has the greater distance to reverse, and if these are equal, the one with the greater width, length or maximum authorised weight.

2. Offences under the terms of these rules are considered serious.

Article 63 Steep stretches of road

1. On steep stretches of road, narrow as defined in article 60, the vehicle going uphill has priority, unless it can get to a designated passing place first. Where there is doubt about the steepness of the slope or the distance to the passing place, the provisions of article 62 will apply.

“Steep stretches of road” are defined as those with a 7% minimum gradient.



2. Offences under the terms of these rules are considered serious, pursuant to article 65.4 c).

SECTION 3 RULES OF BEHAVIOUR FOR DRIVERS IN RESPECT OF CYCLISTS, PEDESTRIANS, AND ANIMALS

Article 64 General rules and priority for passing cyclists

Generally, if their route is blocked, drivers have priority over pedestrians and animals on roads and hard shoulders except in the cases detailed in articles 65 and 66, where they should let them through, stopping if necessary.

Cyclists have priority over motor vehicles:

A) when they are in a bicycle lane, a cycle crossing, or a properly signposted hard shoulder.



*In the picture above, there is a lane designed for cyclists next to the pedestrian crossing. In this case, the cyclist is permitted to ride across, in that lane.
In the picture below, there is only a pedestrian crossing, and so the cyclist must dismount and walk with the bicycle.*





In both these pictures, cyclists are riding across the pedestrian crossing. This is not allowed. In this case, the cyclists must dismount and walk with their bicycles, as per the image on the previous page.





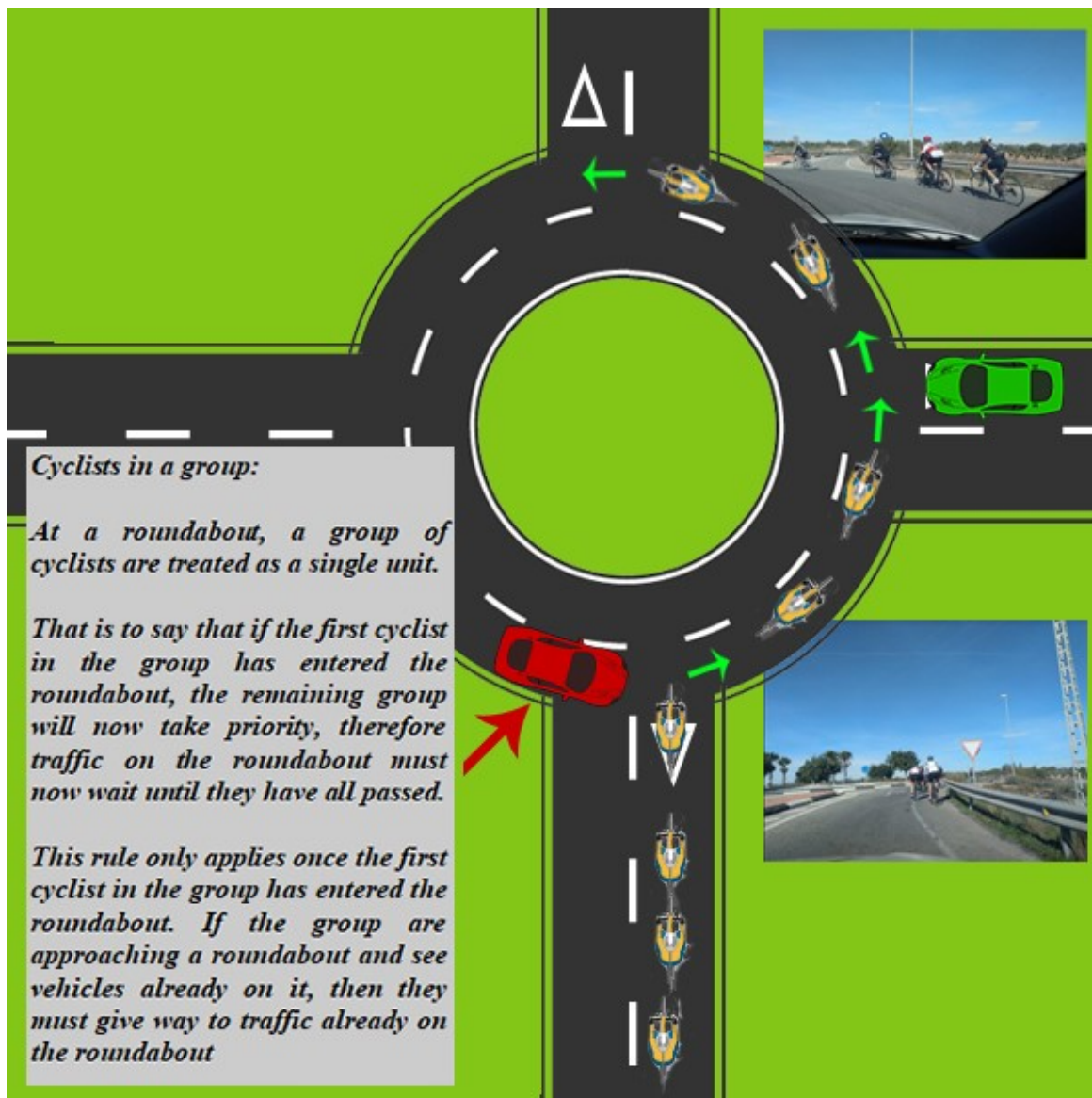
When crossing the road, we must differentiate between a pedestrian and cyclist crossing. On pedestrian crossings, cyclists must dismount to cross the road, pushing the bike while doing so. At cycle crossings, however, cyclists can cross without dismounting because the crossings are designed for the purpose.

Remember that if cyclists do not cross the road correctly and have an incident on a pedestrian crossing, they may be held responsible and for any damage caused to another party.

B) when they are in the vicinity of a motor vehicle making a legal turn left or right onto another road.



C) when they are riding in a group, the first of which has started a crossing or entered a roundabout.



At a roundabout, a group of cyclists are treated as a single unit. That is to say that if the first cyclist in the group has entered the roundabout, the remaining group will now take priority, therefore traffic on the roundabout must now wait until they have all passed.

However, this rule is on the assumption that the first cyclist has already entered the roundabout. If the group are approaching a roundabout and see vehicles already on it, then they must give way to traffic already on the roundabout, in the same way as if they were a single cycle, or a car, for example.

It is only when the first cyclist in the group has already entered the roundabout that the rest can then follow.

In other cases the general rules concerning priority between vehicles apply.

Article 65 Priority of drivers over pedestrians

1. Drivers have priority over pedestrians except in the following cases:

A) in properly designated zebra crossings.





B) when a driver finds pedestrians crossing when turning into another road, even if there is no zebra crossing.

C) when the vehicle crosses a pavement on which there are pedestrians who don't have a designated area.



2. When vehicles cross designated zones in pedestrian areas, drivers must give way to pedestrians.



3. They must also give way:

A) to pedestrians who are getting on or off a bus, at a designated stop, when they are between the vehicle and a pedestrian area or nearest place of safety.



B) to military personnel in uniform, groups of schoolchildren, or organised marches (article 23.3 of the law).



4. Offences under the terms of these rules are considered serious.

Article 66 Priority of drivers over animals

1. Drivers have priority over animals except in the following cases:

A) in properly signposted cattle tracks



B) when a driver is turning into another road and there are animals crossing even where there is no crossing place for them

C) when the vehicle crosses a pavement where animals are passing in the absence of a dedicated track for them.

2. Animal tracks and cattle grids have signposts saying «cañada» (animal track), which are placed under the sign «Domestic Animals Crossing», with their layout perpendicular to the direction of traffic, and the right side, easily visible to drivers of vehicles affected.

These signposts must be accompanied by the corresponding speed limit signs.





3. Offences under the terms of these rules are considered serious, pursuant to article 65.4 c).

SECTION 4 EMERGENCY SERVICES VEHICLES

Article 67 Priority vehicles

1. Public and private emergency services vehicles have priority over other vehicles and road users when they are engaged in service. They may exceed speed limits and do not have to comply with other rules or signs in the situations and with the conditions determined in this section (article 25).



2. Drivers of these emergency services vehicles will use this special regime judiciously and only when carrying out an emergency service, and will take care not to violate the priority at junctions or traffic lights without first taking the utmost precautions, until they are convinced that there is no risk of knocking down pedestrians and that drivers of other vehicles have stopped or are giving way to them.

When an emergency vehicle is in service, its driver will pay particular attention and take the utmost precautions to ensure that there is no risk of running over pedestrians, and that drivers of other vehicles have stopped to give way or are about to do so.

3. The installation of light-emitting devices and special acoustic signals in emergency vehicles requires authorisation from the relevant Provincial Traffic Headquarters, pursuant to the regulations governing vehicles.

Article 68 Rights of drivers of priority vehicles

1. Drivers of priority vehicles must observe the principles of this regulation, although, provided they have ensured that they do not endanger any road user, they may fail to comply subject to this being at their own responsibility, except for the orders and signals of police officers, which are always mandatory.



The drivers of such vehicles may also, exceptionally, when they drive on a motorway or dual-carriageway on urgent service and do not endanger the safety of any user, turn around or reverse, or drive in the opposite direction to the traffic, provided they do so using the hard shoulder, or go over the central reservation or crossing sections of this.

The agents of the authority responsible for surveillance, regulation and control of traffic may use or locate their vehicles in the part of the road that is necessary when they provide assistance to the users of it or as required by the needs of the service or of the traffic. Likewise, they will determine in each specific case the places where emergency services vehicles or other special services should be positioned.





2. Vehicles of the police, fire fighting, public safety and rescue services, and of health care, public or private, that travel on urgent service and whose drivers warn of their presence by means of the simultaneous use of the illuminated signal, to which article 173 refers, and of equipment that emits special acoustic signals, to which the regulations refer, will have the status of priority vehicles.

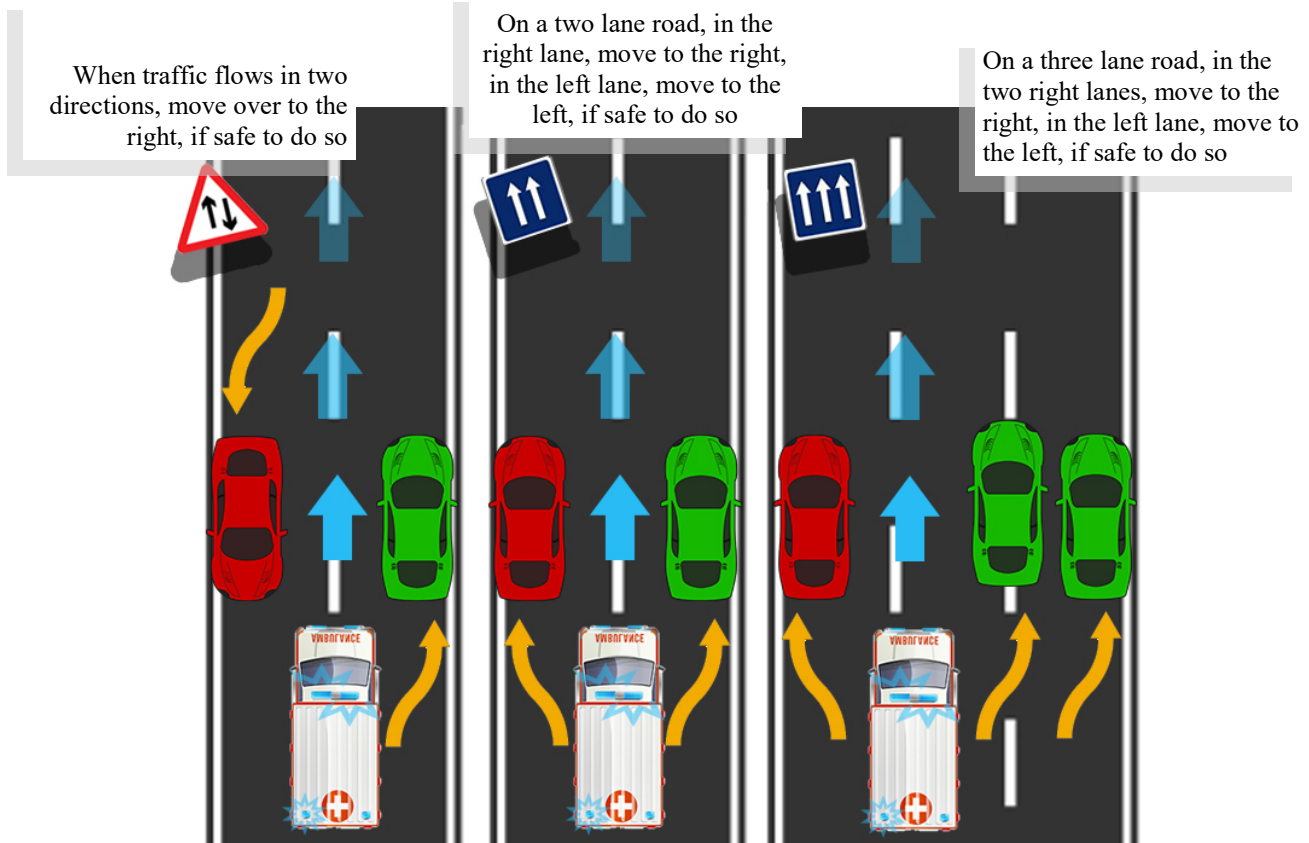
As an exception to the provisions of the previous paragraph, drivers of priority vehicles must use the light signal on its own when the omission of the special acoustic signals does not entail any danger to other users.

3. Breaches of the regulations of this rule will be considered as serious.

Article 69 Behaviour of other drivers regarding priority vehicles

As soon as they notice the special signals that notify the proximity of a priority vehicle, other drivers will adopt the appropriate measures, according to the circumstances of the time and place, to facilitate their passage, normally moving to their right or stopping if necessary.

What to do if an emergency vehicle approaches



This is sometimes called the “Emergency Corridor”



Failure to facilitate the passage of an emergency vehicle, after becoming aware of its presence, is grounds for a penalty for a serious driving offence. Be careful regarding loud music, or the use of headphones, as you could fail to hear the sound of the sirens of an emergency service vehicle .

When a police vehicle that shows its presence in accordance with the provisions of article 68.2 is located behind any other vehicle and also activates a device for emitting red lights in an intermittent or flashing way, the driver of the other vehicle must stop on the right-hand side, with the necessary precautions, in front of the police vehicle, in a place where he will not create significant risk or inconvenience for other road users, and will remain inside their vehicle. At all times the driver will adjust their behaviour to the instructions given by the police officer through the public address system or by any other means that may be clearly perceived by the former.





The Guardia Civil have a RED coloured light device installed on all of their vehicles, 2 and 4 wheeled, and when a driver sees this signal turned on, they must look for a safe area to stop their vehicle.

Once the vehicle is stopped, no occupant, including the driver, should get out of the vehicle, staying in the vehicle until the police officer approaches, which will be on the safest side according to the direction of the traffic.

Article 70 Non-priority vehicles in emergency service

1. If, as a result of particularly serious circumstances, the driver of a non-priority vehicle is forced, being unable to resort to any other means, to perform a service normally reserved for priority users, they will ensure that other users are warned of the special situation in which they are driving, using the horn intermittently and activating the hazard lights, if available, or by shaking a handkerchief or similar cloth from the window.
2. The drivers referred to in the previous section must respect traffic regulations, especially at intersections, and other road users will comply with the provisions of Article 69.
3. At any time, police officers may require justification of the circumstances referred to in paragraph 1.
4. Breaches of the regulations of this rule will be considered as serious.

This article talks about the use of private vehicles for emergency services; transfer of people whose seriousness forces them to be taken immediately to the nearest Health Centre, and there is no emergency service nearby. Such that a delay would carry a risk to the life of the injured person.

Remember that if you have to transfer a seriously ill person to a hospital, if the seriousness is such that you must do so as an emergency service vehicle, do not forget to signal this to other road users; use the horn, hazard lights and a white handkerchief if possible, otherwise put any other item of clothing out of the vehicle's window.

Do not forget that if you have to pass a junction or a traffic light where you do not have priority, travelling as an emergency service does not mean that you can cross it before you see that vehicles have stopped and pedestrians have also noticed your presence. No collision will be justified in which it can be shown that you did not take the necessary precautions.

There are cases of private vehicles driving on emergency service, ignoring any traffic regulations, without keeping basic safety standards, and endangering other road users. This behaviour is totally prohibited and is punishable.

This type of driving will be treated as a serious offence, very serious, or even a criminal charge if there has been a real risk to the lives of people.

CHAPTER IV Special vehicles and transports

Article 71 Traffic and signalling regulations

1. The traffic regulations will be those established in annex III of this regulation, in addition to the general rules that apply to them.

Special vehicles can only use the roads subject of traffic legislation to travel, not being able to carry out the tasks for which they are intended based on their technical characteristics, with the exception of those that carry out construction, repair or maintenance work on the roads exclusively in the areas where said works are carried out and those specifically designed to tow damaged, broken down or badly parked vehicles. Nor can special vehicles transport any cargo, except for those specifically intended to provide special transport services, for which they must provide the appropriate authorisation.



Drivers of special vehicles and, exceptionally, those who are not, used for construction, repair or maintenance of roads, are not required to observe the traffic regulations, provided that they are performing such work in the area where they are carried out, and they take the necessary precautions and the traffic is suitably controlled.

2. During the work, drivers of vehicles intended for works or services will use the V-2 light signal:

A) When they hold up or hinder traffic, only to indicate their position to other users, if they are vehicles specifically designed to tow those damaged, broken down or badly parked.



B) When working on cleaning, maintenance, signalling or, in general, repair of the roads, only to indicate their situation to other users, if this may pose a danger to them; the special vehicles destined for these purposes, if it is a motorway or dual carriageway, also, from their entrance to it until arriving at the place where the mentioned works are carried out.



3. Whilst driving, drivers of special vehicles or special transport must use the said illuminated signal both day and night, as long as they drive on public roads at a speed not exceeding 40 kilometres per hour. In case of failure of this signal, dipped-beam headlamps must be used together with hazard lights.



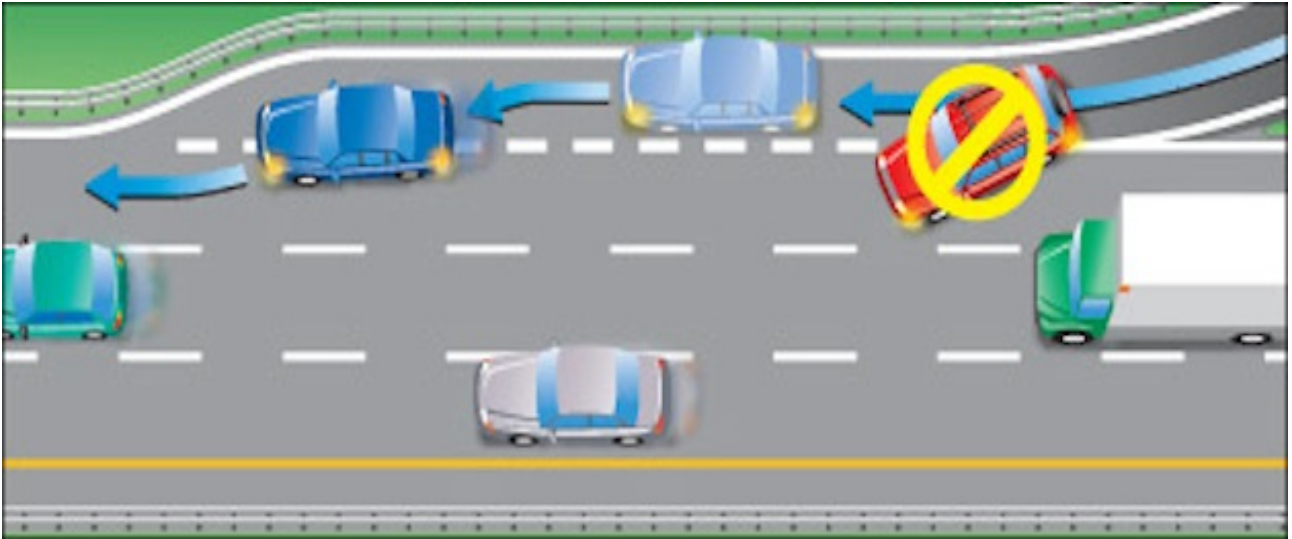
4. Breaches of the rules regarding the obligation to have installed in the vehicle the luminous signalling will be penalised in accordance with that set out in article 67.2 of the stated text.

CHAPTER V JOINING TRAFFIC

Article 72 Obligations of drivers who enter the traffic flow

1. The driver of a vehicle stopped or parked on a road or coming from the access roads to it, its service areas or an adjacent property, who intends to join the traffic flow, must first make sure, even following the signals of another person, if necessary, who can do so without danger to other users, giving way to other vehicles and taking into account the position, course and speed of these, and will advise that with the obligatory signals for these cases. If the road you are entering has an acceleration lane, the driver who joins that road will make sure to do so with speed suitable to the road.





2. Whenever a driver leaves a public road onto an exclusively private road, they must first make sure that they can do it without danger to anyone and carry it out at a speed that allows them to stop immediately, giving way to vehicles that are travelling on it, whatever the direction in which they are doing it.



3. A driver who joins traffic will use indicators to notify the manoeuvre in the manner provided in article 109.





4. On roads provided with an acceleration lane, the driver of a vehicle that intends to use it to enter the road must ensure, at the beginning of said lane, that they can do so without danger to other users passing through said road, taking into account the position, course and speed of these, and even stopping, if necessary. They will then accelerate until reaching the appropriate speed at the end of the acceleration lane to join the traffic on the road.

5. Instances of joining traffic without giving way to other vehicles will be considered serious infractions, as provided in article 65.4.c) of the stated text.



Article 73 Obligation of other drivers to facilitate the manoeuvre

1. Irrespective of the obligation of drivers of vehicles that enter the traffic to comply with the requirements of the previous article, these other drivers shall facilitate, as far as possible, this manoeuvre, especially when it concerns a collective passenger transport vehicle that wants to enter the traffic from a signed stop (article 27 of the articulated text).



Joining from an accelerating lane



Observe the main carriageway and look for a safe gap to join the main flow of traffic

Signal and continue to observe the flow of traffic

Join the main carriageway if safe and without hindering those already on the road

As far as possible one must facilitate the manoeuvre of a vehicle that is entering the traffic flow, and must not under any circumstances accelerate and so hinder them from joining the traffic.

2. In populated areas, in order to facilitate the movement of collective passenger transport vehicles, drivers of other vehicles must move sideways, whenever possible, or reduce their speed, in compliance with the provisions of article 53, coming to a stop, if necessary, so that the collective passenger transport vehicles can carry out the necessary manoeuvre to continue their progress from the exit of the stops marked as such.

3. The provisions of the previous section do not change the obligation of drivers of collective passenger transport vehicles to adopt the necessary precautions to avoid any risk of a collision, after having notified by means of their direction indicators their intention to resume progress.

CHAPTER VI CHANGES OF DIRECTION AND REVERSING

SECTION 1 CHANGES OF ROAD, CARRIAGEWAY AND LANE

Article 74 General rules

1. The driver of a vehicle that intends to turn to the right or to the left to use a road other than the one being driven on in order to take another lane on the same road or to leave it, must warn other drivers in advance and give them notice. Drivers must make sure that the vehicles behind them have time to change their speed and that the distance of the vehicles that are coming in the opposite direction is safe, allowing them to carry out the manoeuvre without any danger, refraining to do so if these circumstances do not occur. The driver should also refrain from carrying out any manoeuvre when they wish to turn left and they don't have good visibility. (article 28.1 of the articulated text).



2. Any manoeuvre regarding a sideways turn that involves a lane change must be carried out giving priority to the vehicle who is occupying the lane that the driver wishes to join. (article 28.2 of the articulated text).





Every day collisions occur at roundabouts, because the vehicle driving in the left lane decides to leave the roundabout directly from that lane, crossing the right lane, not respecting the priority of the vehicle that was driving in the right lane and colliding with it.

If at the time of changing lanes at the roundabout there is too much traffic in the lane you intend to occupy, and you cannot do it, you should not stop the vehicle in the roundabout, obstructing the vehicles that are travelling behind, you should take another turn around the roundabout.

Remember that activating the indicator signal does not give priority over other vehicles, nor to change lanes. Respect the vehicles that move in the lane you are going to occupy



3. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.

Article 75 Execution of changes of direction

1. To carry out the manoeuvre, the driver should:

A) Warn other drivers of their intentions in the manner provided in article 109.

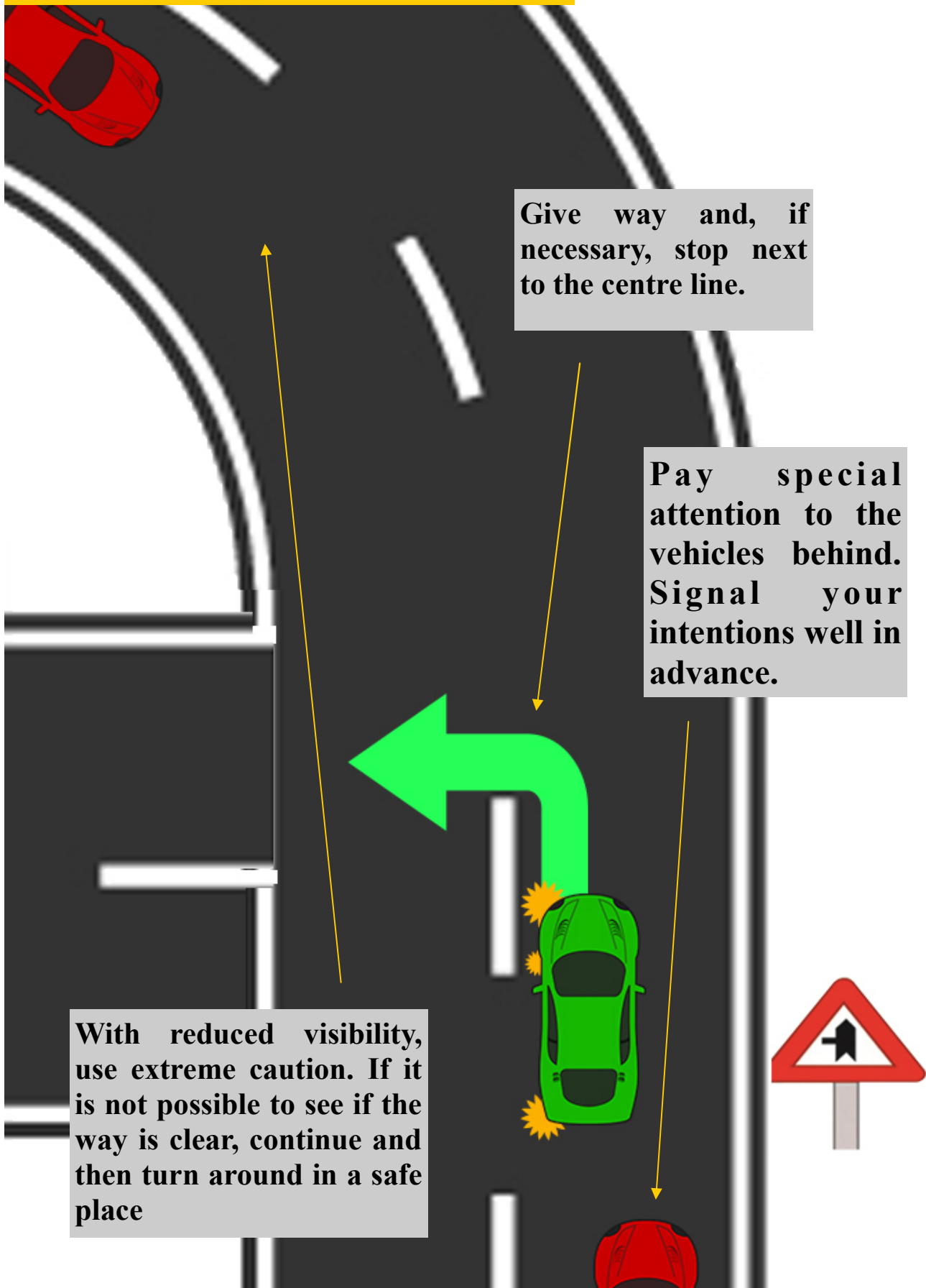


B) Unless the road is conditioned or signposted in another way, the manoeuvre should be made as close as possible to the right edge of the road, if the change of direction is to the right, and to the left edge, if it is to the left and the road is one way. If it is to the left, but the road on which it moves is of double direction of travel, the longitudinal mark of separation between directions should be followed or, if this does not exist, to the axis of the road, without invading the area destined for vehicles travelling in the opposite direction. When the road is for two-way traffic and has three lanes, discontinuous longitudinal lines must separate it, and the vehicle must be placed in the centre lane. In any case, the placement of the vehicle in the correct lane should be carried out with plenty of time in advance and the manoeuvre should be done in the shortest space and time possible.



C) If the change of direction is to the left, the driver should leave the centre of the intersection to the left, unless it is conditioned or signposted towards the right.

Turning on a conventional road when visibility is reduced



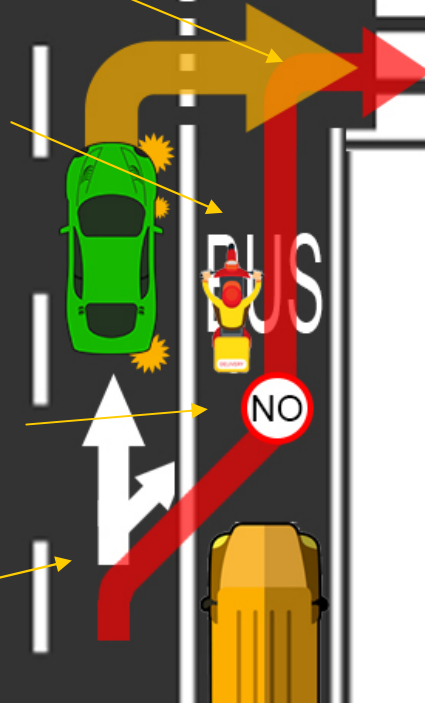
Turning across a bus or taxi lane

Give way, stopping if necessary

Vehicles authorised to use those lanes have priority, that includes mopeds and bicycles. Extreme caution is needed

The rules only permit invading the special lane in order to turn

Respect road markings

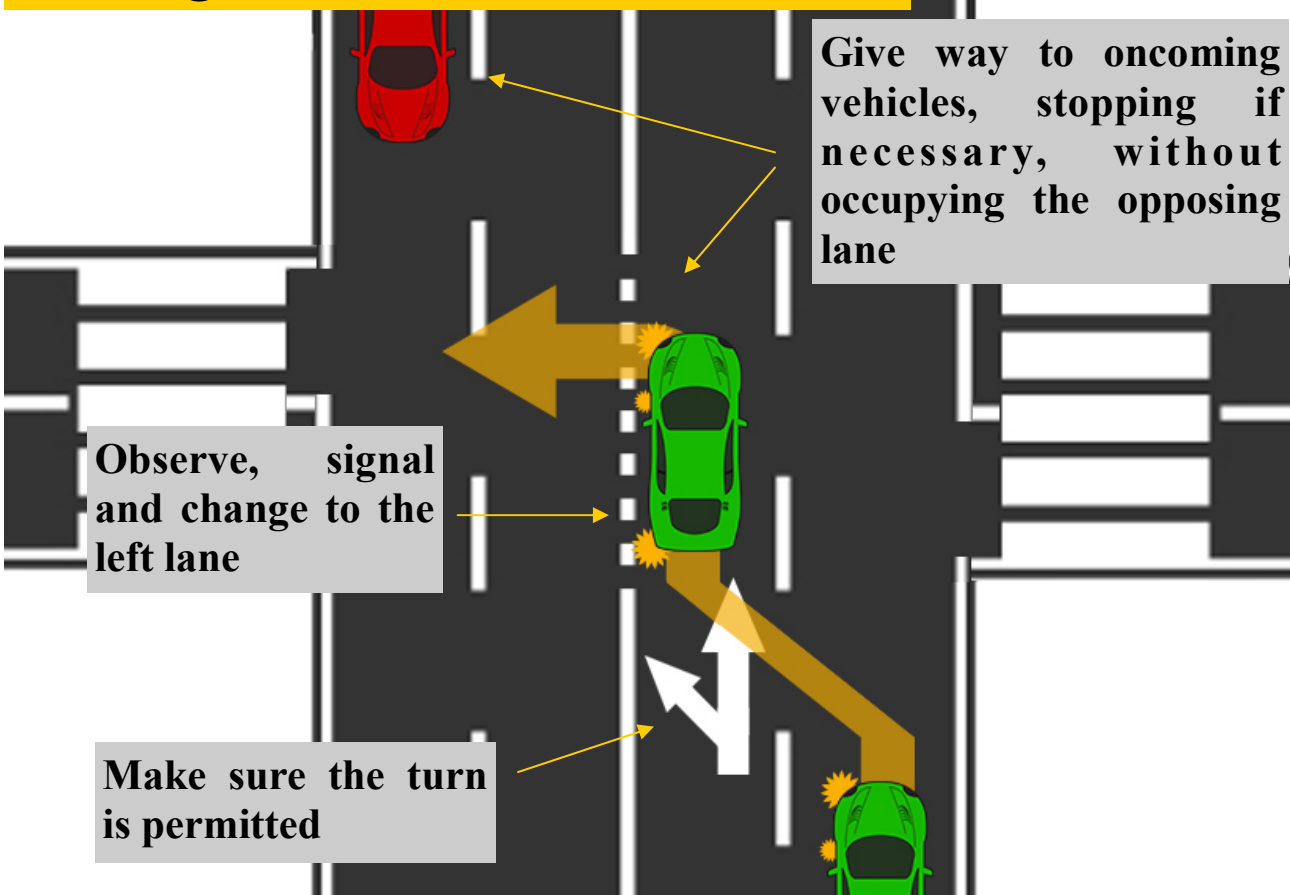


Turning on wide roads

Give way to oncoming vehicles, stopping if necessary, without occupying the opposing lane

Observe, signal and change to the left lane

Make sure the turn is permitted

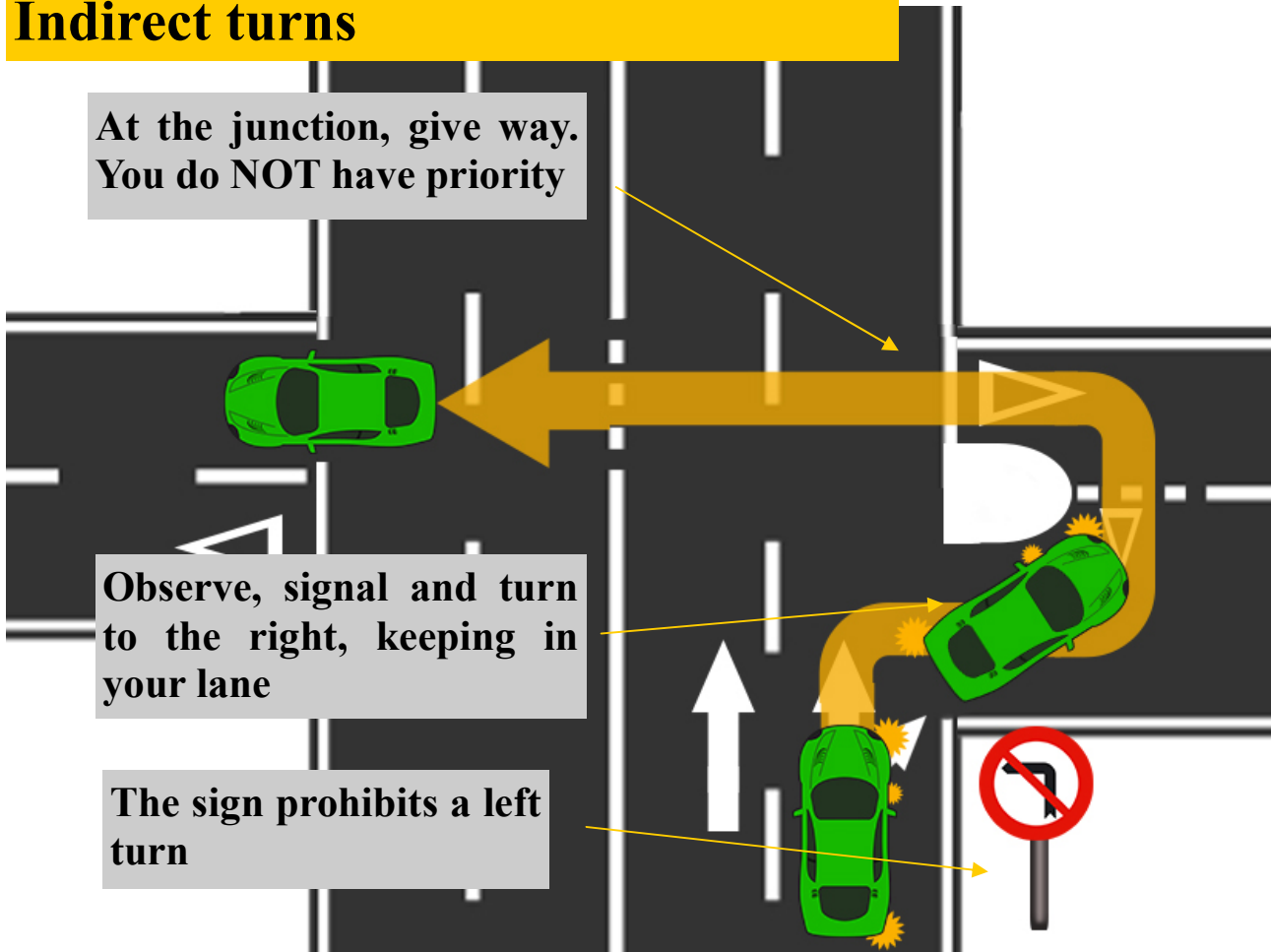


Indirect turns

At the junction, give way.
You do NOT have priority

Observe, signal and turn
to the right, keeping in
your lane

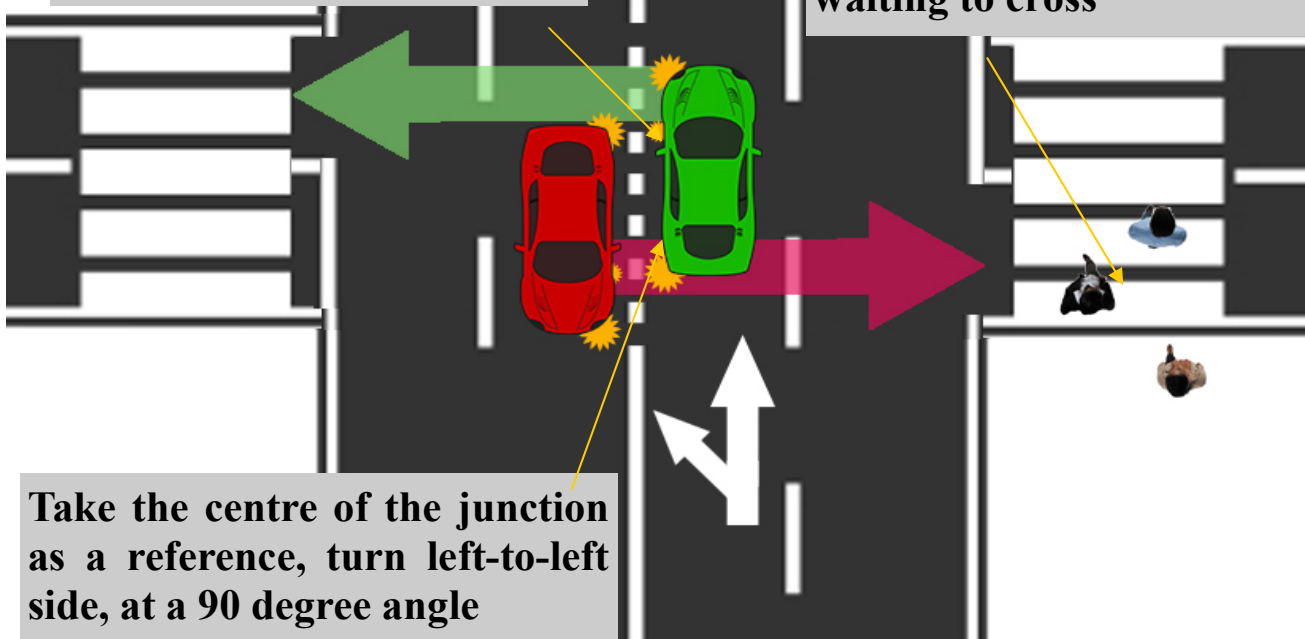
The sign prohibits a left
turn



Face to face turns

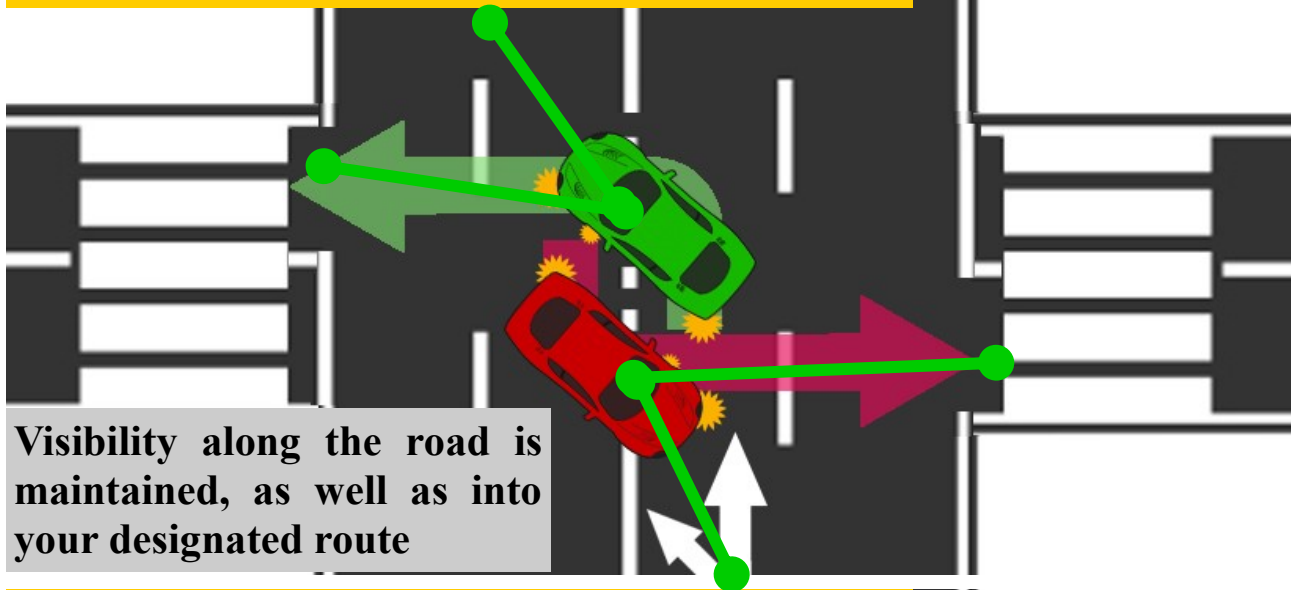
If another vehicle comes
from the opposite direction,
pass and turn behind it.

Look carefully at your
new route: There may be
pedestrians crossing or
waiting to cross



Take the centre of the junction
as a reference, turn left-to-left
side, at a 90 degree angle

Correct way to turn—Left to left

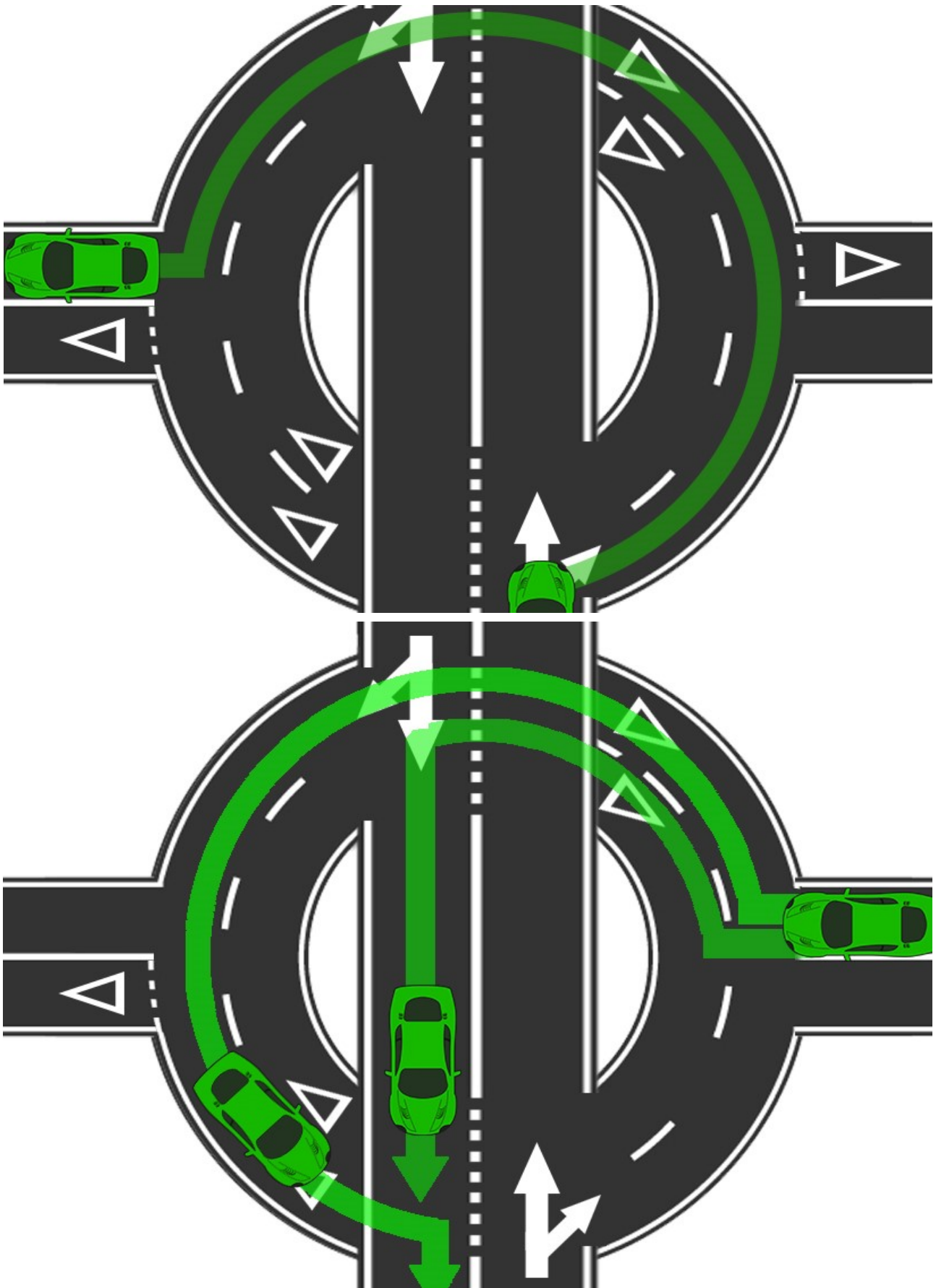


Wrong way to turn



Split Roundabouts





Split roundabout; You must make a right turn to later turn left.

2. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.

Article 76 Special cases

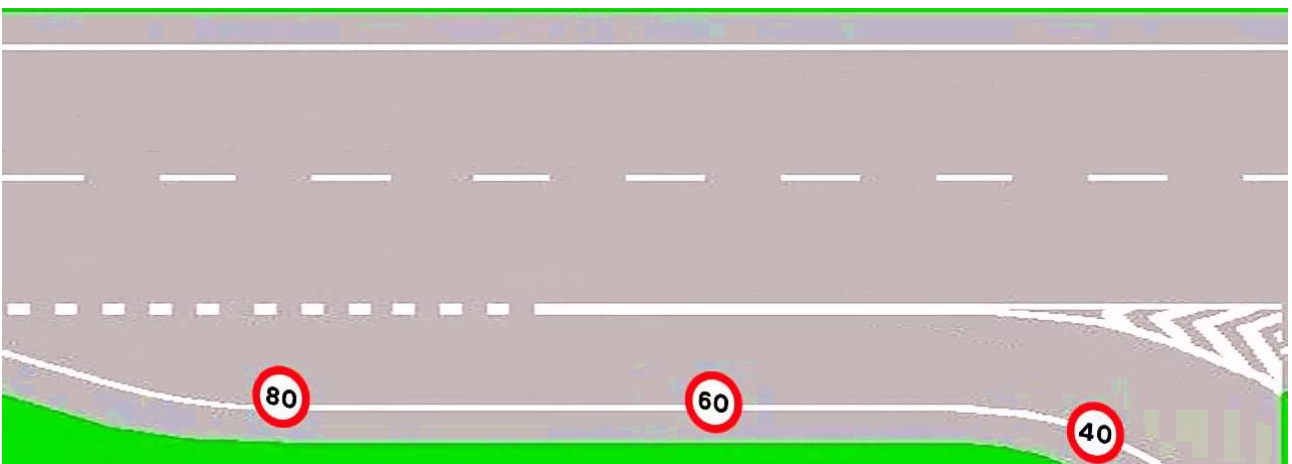
1. As an exception, if it is not possible to change direction strictly according to the description in the previous article due to the size of the vehicle or other justifying circumstances, the driver must take the necessary precautions to avoid any danger whilst carrying out the manoeuvre.
2. On interurban roads, if there is no lane specially conditioned for left turns, cycles and two-wheeled mopeds should situate themselves to the right, off the road whenever possible.



3. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.

Article 77 Deceleration lanes

To leave a motorway, carriageway or any other road, drivers must give plenty of notice by driving in the lane closest to the exit for a good amount of time, and enter the deceleration lane as soon as possible, if there is one.





Remember that you must always leave the highway from the right-hand lane. There are cases of drivers who drive in the left lane and directly leave the highway from that lane, stopping the vehicles that drive in the right lane.

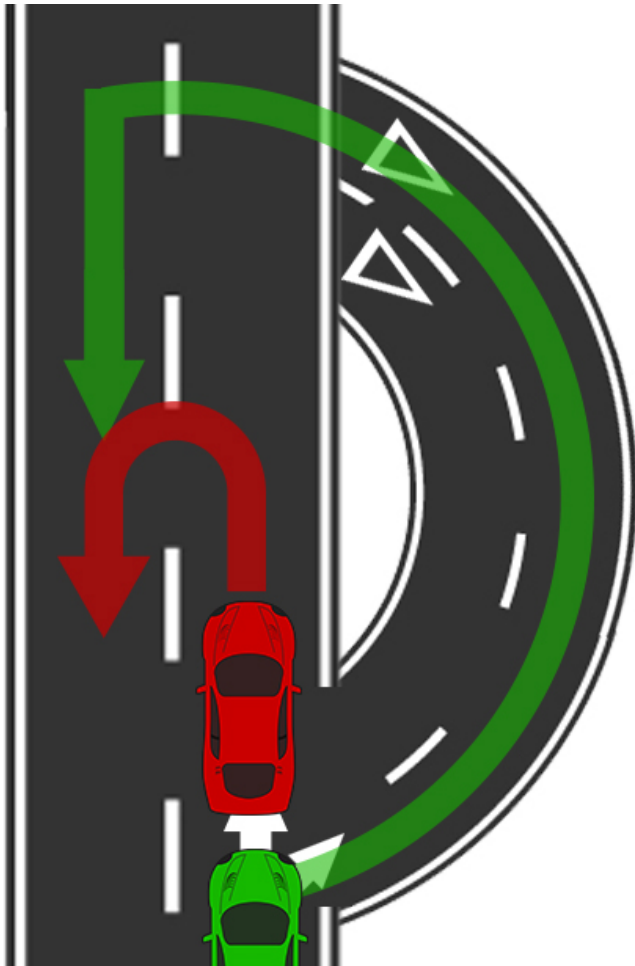
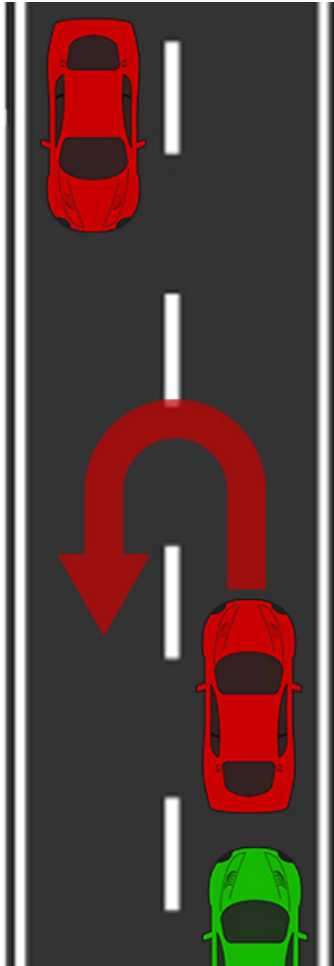
This manoeuvre is considered a serious infraction. You must leave the road from the lane located to the right.

If you ride a bicycle and moped and you are going to make a left turn, you should not stop in the lane waiting to make the turn, except if there is a lane to make the turn safely, you must leave the road on the right side, wait until vehicles on both sides have passed and make the turn. This measure is applied due to the number of crashes from the back that these vehicles receive when they are on the road and waiting to make a turn to the left, owing to reduced space, they are less visible to the rest of the drivers and for this is always advisable to make the turn from outside the road.

SECTION 2 CHANGE OF DIRECTION

Article 78 Execution of the manoeuvre

1. The driver of a vehicle that intends to change its direction must choose a suitable place to perform the manoeuvre, so that the road is intercepted in as little time as possible. The driver also must make their intentions known by giving the right signs with plenty of notice, and ensure that no other road users will be endangered or hindered. If this is not the case, they must refrain from performing this manoeuvre and wait for the opportune moment to carry it out. If, while waiting to change direction, the driver is blocking the road and preventing vehicles from moving behind them, they must move towards the right, if possible, until the driving conditions allow them to continue (article 29 of the articulated text).

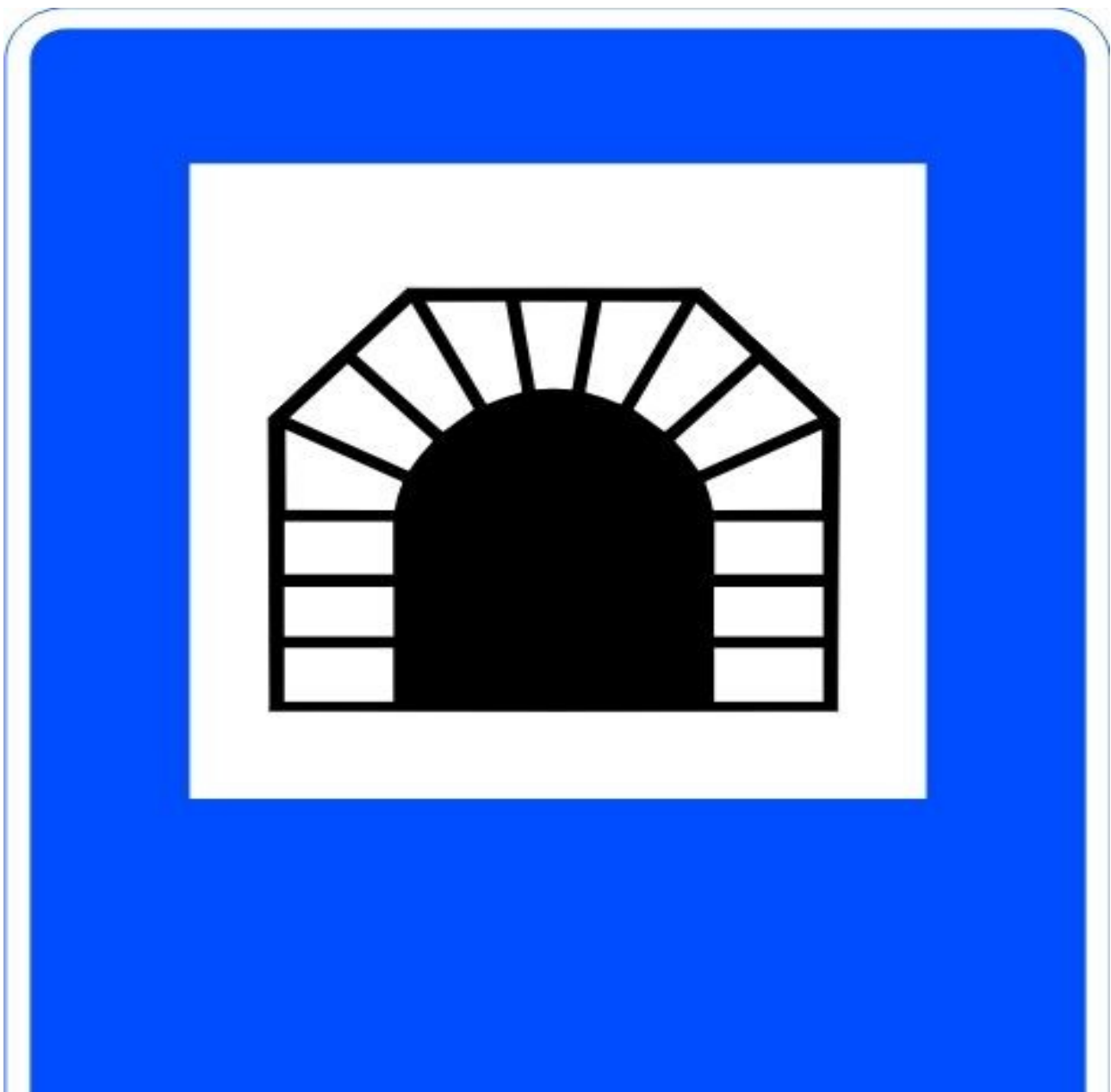


2. The signals that the driver of the vehicle must use warn their intention to change direction are those provided in article 109.

3. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in the article 65.4.c) of the articulated text.

Article 79 Prohibitions

1. It is forbidden to change direction in any situation that prevents verification of the circumstances referred to in the previous article, at level crossings, in tunnels, underpasses and track sections affected by the signal "Tunnel" (S- 5), as well as on motorways and carriageways, except in the places designated for this purpose and, in general, in all sections of the road where overtaking is prohibited, unless changing direction is expressly authorised (Article 30 of the articulated text).



2. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text.

REVERSING

Article 80 General rules

1. It is forbidden to travel backwards, except in cases where it is not possible to go forward or change the direction of travel, and if this is done, this must be carried out in the shortest length possible (article 31.1 of the articulated text).



Remember that the only justification of a reverse manoeuvre is when there is no other possibility. There are cases of drivers who do not wish to turn around and so go several metres back with their vehicle to avoid doing any other manoeuvre, this action is not allowed. Reversing is only allowed when nothing else can be done.

2. The backwards route, as a complementary manoeuvre to stopping, must ensure that the parking or movement cannot be more than 15 metres or invade a crossroads.

3. The reversing manoeuvre on motorways is prohibited (article 31.3 of the articulated text).

4. Infringements of the rules of these requirements, when they comprise of the driver moving in the direction contrary to the stipulated route, will be taken very seriously, as foreseen in article 65.5.f) of the articulated text.



Article 81 Execution of the manoeuvre

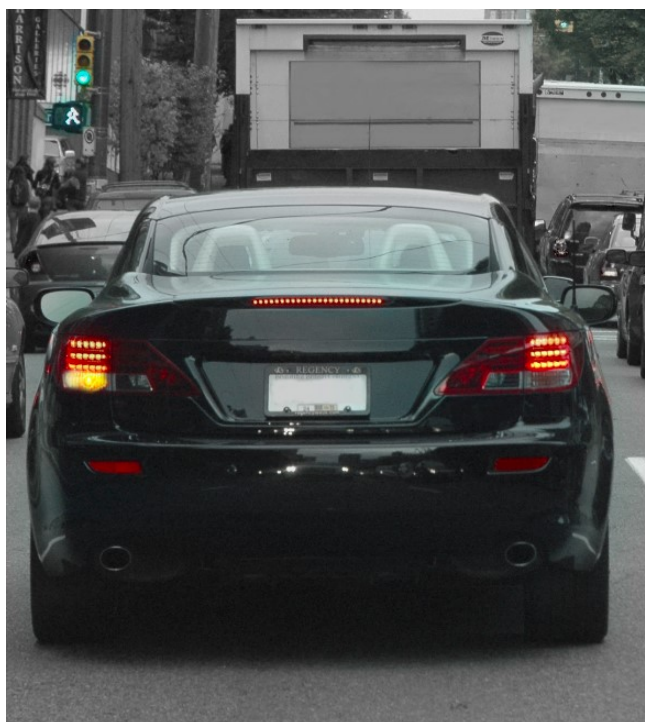
1. The reversing manoeuvre should be carried out slowly, and only after having warned other drivers using the mandatory signals and having made sure that they will not prove a danger for the other road users according to the conditions of visibility, space and time needed to carry it out, even if the driver has to leave their vehicle or follow the instructions of another person, if necessary. (article 31.2 of the articulated text).
2. The driver of a vehicle that intends to drive backwards must warn of its purpose in the manner provided in article 109.
3. Likewise, the manoeuvre must be performed with the utmost caution and the vehicle should be stopped quickly if any warning signs are heard. The driver must be aware of the proximity of another vehicle or a person or animal, or when they should stop for safety reasons.

CHAPTER VII OVERTAKING

SECTION 1 OVERTAKING AND PARALLEL DRIVING

Article 82 Overtaking on the left. Exceptions

1. On all roads subject to traffic legislation, motor vehicle traffic and road safety, as a general rule, overtaking must be carried out on the left of the vehicle to be passed (article 32.1 of the articulated text).
2. By exception, and if there is enough space to do so, overtaking can be done on the right by taking the utmost precautions, when the driver of the vehicle to be overtaken is clearly indicating their intention to change direction to the left or stop on that side, on roads with vehicles moving in both directions, as well as with trams that cross the central zone (article 32.2 of the articulated text).





Remember to leave a safe distance between both vehicles before overtaking, many vehicles stick to the back of the vehicle they intend to overtake creating a risky situation.

If the vehicle does not indicate its purpose of turning to the left overtaking on the right is forbidden.

The separation of one and a half metres is only for people, cyclists and vehicles with animals pulling them.

Many times we see vehicles that drive in the left lane at a lower speed than us and after finishing overtaking they continue to drive in this lane, which sometimes causes drivers to want to overtake in the right lane. This is a violation by both vehicles, the one that is driving in the left lane preventing overtaking, and the vehicle that cannot overtake in the left lane, that uses the right lane to do so. In these cases we must remain in the left lane, using the horn or lights to communicate our presence and our intention to overtake the vehicle in front of us.

The use of the horn or lights, is justified in this case provided it is done moderately and only to warn of our presence and intention to overtake the driver of the vehicle in front.

3. Within populated areas, on roads that have at least two lanes reserved for traffic in the same direction of travel, separated by longitudinal marks, overtaking is allowed on the right-hand side provided that the driver of the vehicle that makes the manoeuvre is sure beforehand that they can do it without endangering others.



4. In all cases in which overtaking involves a sideways movement, the driver must warn before making the manoeuvre by means of the corresponding optical signal referred to in article 109.

5. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text. Please note that the reference to article 65.4.c) must be understood as made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 83 Advancement on multi-lane roads

1. On roads that have at least two lanes reserved for traffic in the direction of their movement, the driver who is going to overtake may remain in the lane that they have used for the previous move, provided they are sure that they can do it within enough time so as not to cause a hindrance for the drivers of vehicles behind them.



2. When the movement of vehicles is so densely spaced that the vehicles occupy the entire width of the road and can only move at a speed that depends on the one that precedes them in its lane, the fact that those in a lane move more quickly than those of another will not be considered as overtaking.



In this situation, no driver must change lanes to overtake or perform any other manoeuvre other than preparing to turn left or right, exit the road or choose a certain direction.



Sometimes in traffic jams there are drivers who want to save some time and start zigzagging by changing lanes only to overtake vehicles. This type of manoeuvre is totally forbidden, since you can only change lanes for the above mentioned reasons.

3. In any stretch of road where there are acceleration or deceleration lanes or parts of the road intended exclusively for the traffic of certain vehicles, it will not be considered overtaking if the vehicle moves more quickly than those in normal traffic lanes, or vice versa.

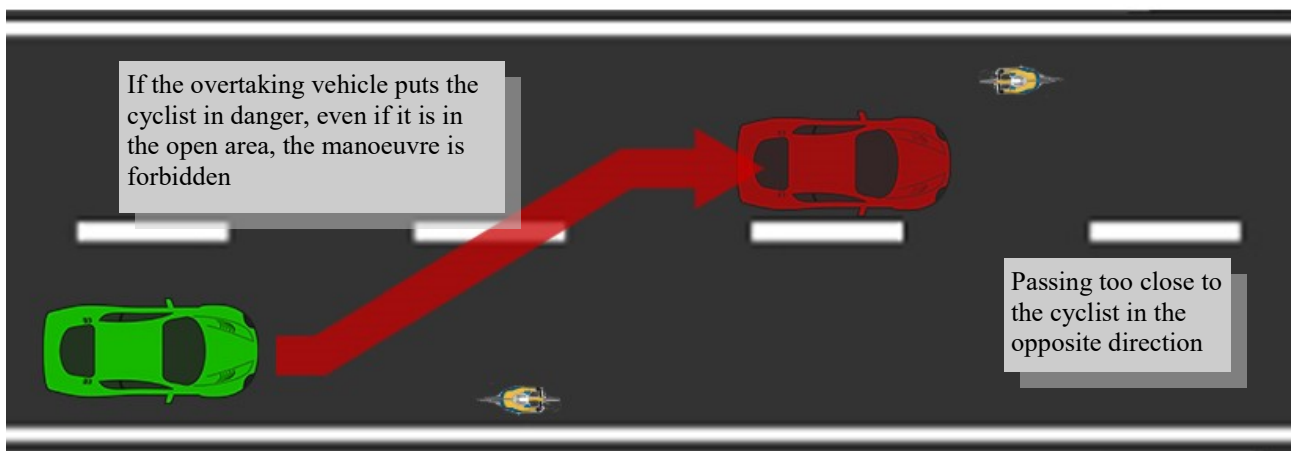


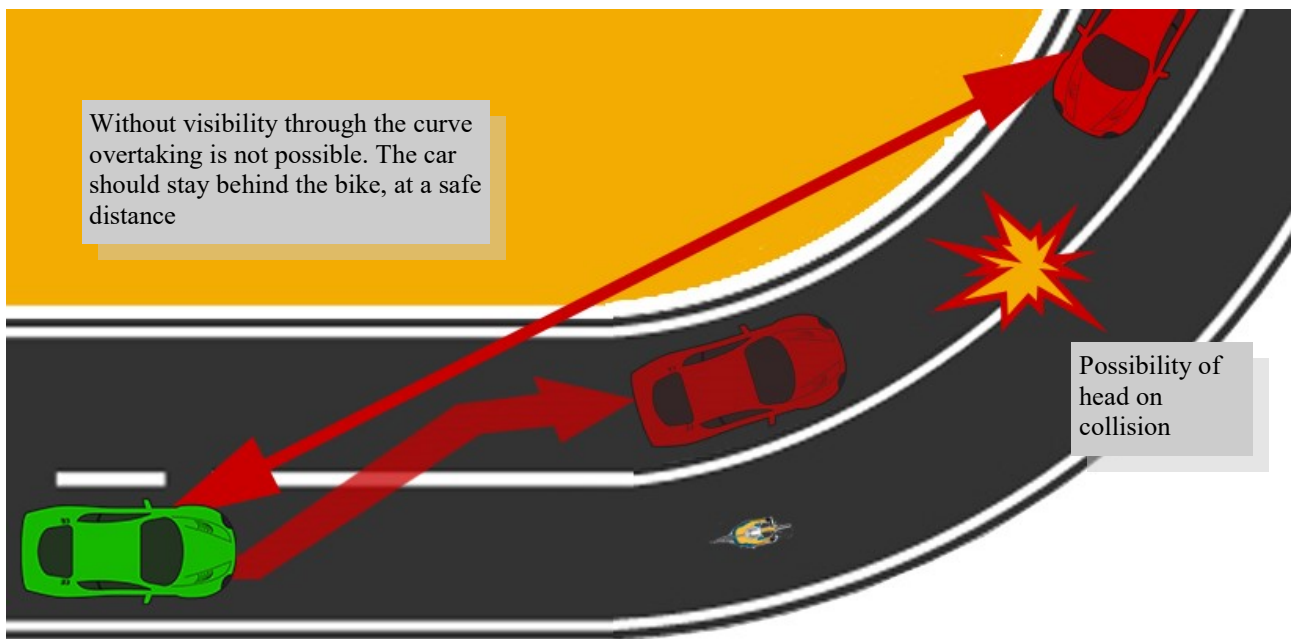
4. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in the article 65.4.c) of the articulated text. Bear in mind that the reference to the article 65.4.c) must be understood made to the article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the RD 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 2 GENERAL RULES OF OVERTAKING

Article 84 Obligations of the driver who overtakes before starting the manoeuvre

1. Before starting to overtake another vehicle in a movement that requires the driver to move sideways, the driver who intends to overtake must warn others in advance with the mandatory signals and check that there is enough free space in the lane they intend to use for overtaking for the manoeuvre to not endanger or obstruct those who are moving in the opposite direction, taking into account their own speed and that of the other affected users. Otherwise, they must refrain from doing it (article 33.1 of the articulated text).







There are drivers that use their indicators just at the time of overtaking or after having started the manoeuvre. The indicators must be used before carrying out the manoeuvre to inform the vehicles behind and in front of the manoeuvre you intend to make, and thus avoid a possibly dangerous situation, since if for example you are driving behind a heavy vehicle and do not indicate the manoeuvre or indicate it once started, it could be the case that the vehicle behind you has already started a manoeuvre which could end up in an collision.

That is why we must always signal the manoeuvre, wait a few seconds and start doing it.

No driver should overtake several vehicles if they are not completely certain that, when another vehicle is coming in the opposite direction, they may deviate to the right side without causing damage or putting any of the vehicles ahead in danger.



If you are going to overtake several vehicles at the same time, always keep in mind that at any time another vehicle may come in front and there must be enough space to be able to return to our lane. Sometimes there is a "false sense of security" when we overtake a truck with a trailer and halfway through the manoeuvre we realise that due to the dimensions of the convoy we will not be able to do it safely, so we will have to stop and hold back from doing the manoeuvre.

On roads with a double direction of traffic and three lanes separated by discontinuous longitudinal marks, overtaking can only be carried out when the drivers travelling in the opposite direction have not occupied the central lane to overtake in turn.

2. The driver must also make sure that the driver of the preceding vehicle in the same lane has not indicated its purpose of travelling to the same side; in this case, preference must be respected. However, if after a reasonable time the driver of the aforementioned vehicle does not exercise their priority, the overtaking manoeuvre may be initiated, warning them previously with acoustic or optical signal (article 33.2 of the articulated text).



It is allowed that several vehicles can perform an overtaking manoeuvre at the same time. The first one to action the indicator will have the priority to start the manoeuvre.

Both the overtaking start manoeuvre (left indicator) and the end one (right indicator) must be signalled and not using them is a reason for sanction, this violation being one of the most sanctioned since drivers do not always signal their return to the lane after overtaking.

The use of the horn or lights is authorised to warn the driver ahead that we are going to overtake.



It is prohibited, in any case, to overtake vehicles that are already overtaking another if the driver of the third vehicle has to invade the part of the road reserved for traffic in the opposite direction.



3. Likewise, the driver must ensure that no driver who follows them in the same lane has started the manoeuvre to overtake their vehicle, and that they have enough space to return to their lane when they have finished overtaking (article 33.3 of the articulated text).

4. The mandatory signals that the driver must use before starting their lateral movement will be those prescribed in article 109.

5. For the purposes of this article, cyclists travelling in groups do not apply to the theory of overtaking (article 33.4 of the articulated text).

6. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text. Please note that the reference to article 65.4.c) must be understood as made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 85 Obligations of the driver who overtakes whilst manoeuvring

1. When overtaking, the driver who carries it out must drive their vehicle at a speed notably superior to that of the one they intend to overtake and leave enough space to the side between them to carry it out safely (article 34.1 of the articulated text).



2. If, after starting the overtaking manoeuvre, they notice that there are circumstances that may make it difficult to finish without risk, they should quickly reduce their speed, return to their lane and warn those who follow them with the mandatory signals (article 34.2 of the articulated text).



3. The driver of the overtaking vehicle must return to their lane as soon as possible and gradually, without forcing other users to change their trajectory or speed, and warn them through the mandatory signals (article 34.3 of the articulated text).



4. When referring to pedestrians, animals, two-wheeled vehicles or animal-drawn vehicles, the manoeuvre must be performed occupying part or all of the adjacent lane of the roadway, provided that there are precise conditions to carry out the overtaking as foreseen in this regulation; in any case, the lateral separation should be no less than 1.50 metres. It is expressly forbidden to overtake when endangering or hindering cyclists travelling in the opposite direction.







Many risky situations occur due to the fact that when overtaking drivers do not take into account cyclists that drive along the hard shoulder in the opposite direction. In these cases, you must wait for them to pass before starting to overtake.

Always remember to leave a minimum separation of 1.5 metres, otherwise you should wait to overtake.

When overtaking any vehicle other than those referred to in the previous paragraph, or if it takes place in a populated zone, the driver of the vehicle to be overtaken will leave a lateral margin of safety proportional to the speed and width and characteristics of the road.

5. The driver of a two-wheeled vehicle that intends to move from one place to another must do so leaving a space of over 1.50 metres between themselves and the outermost parts of another vehicle.

6. Infringements of the rules of these requirements will be considered a serious matter, as it is foreseen in the article 65.4.c) of the articulated text. Bear in mind that the reference to the article 65.4.c) must be understood made to the article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the RD 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 4 OVERTAKEN VEHICLE

Article 86 Driver's obligations

1. Any driver who notices that they are being followed for the purpose of being overtaken will be obliged to stick to the right side of the road, except in the cases of turns or changes of direction on the left or stopping on that same side referred to in article 82.2, in which case they should stick to the left as much as possible, but without interfering with the movement of vehicles that may move in the opposite direction (article 35.1 of the articulated text).

Stick to the right edge of the road; This is something that drivers do not usually do, either because of ignorance of the rule or because of neglect, but this rule is still in force.

In the event that it is not possible to completely adhere to the right edge of the road and overtaking can still be done safely, the driver of any of the vehicles referred to in paragraph 3 that will be overtaken will indicate the possibility of doing so to the vehicle that is approaching by extending their arm horizontally and moving it repeatedly backward and forward, with the back of the hand backward, or putting on the right flasher, when it is not convenient to make the signal with their arm.





Use of the right indicator or moving the arm forward and backward; this usually is needed when we want to overtake large vehicles on single lane roads in each direction and due to the dimensions of these, we cannot see well if traffic is coming so we do not go.

In these cases, the driver of the heavy vehicle can make use of the right indicator or move their arm not to indicate an intention to leave the road, but to inform the driver of the vehicle behind that it is possible to overtake safely since there are no oncoming vehicles.

2. The driver of the vehicle to be overtaken is prohibited from increasing their speed or performing manoeuvres that prevent or hinder overtaking.

If you drive on a main road and you see that you are going to be overtaken, you are not allowed to increase your speed, making it difficult to overtake. As much as possible, you should ease the access of the vehicles that are overtaking into the road on which we are driving.

They will also be obliged to reduce the speed of their vehicle when, once the overtaking manoeuvre has begun, there is a situation that entails danger to their own vehicle, to the vehicle that is overtaking, to those travelling in the opposite direction or to any other user of the road (article 35.2 of the articulated text).

Notwithstanding the conditions of the previous paragraph, when the vehicle who wishes to overtake gives explicit signs of desisting from the manoeuvre by reducing their speed, the driver of the vehicle that was intended to be overtaken will not be obliged to reduce speed, if this endangers

the safety of traffic, although they will be obliged to facilitate the driver who wants to overtake to return to their lane.

3. Drivers of heavy vehicles of large dimensions or vehicles that are obliged to follow a specific speed limit must either slow down or leave to the hard shoulder as soon as they can. This must be done if it is practical to make way for those who are behind them, when the density of the traffic in the opposite direction, the insufficient width of the road, its profile or state do not allow overtaking easily and without danger.

4. Infringements of the rules of these requirements will be considered a serious matter, as provided in article 65.4.c) of the articulated text. Note that the reference to article 65.4.c) must be understood made to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, from September 1, which modifies the General Circulation Regulations, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 5 OVERTAKING MANOEUVRES THAT IMPINGE ROAD SAFETY

Article 87 Prohibitions

1. It is forbidden to overtake:

A) On curves and changes of gradient of reduced visibility and, in general, in any place or circumstance in which the visibility is not good enough to carry out the manoeuvre or stop it once initiated, unless the two directions of movement are clearly delimited and the manoeuvre can be carried out without invading the area reserved for the opposite direction (article 36.1 of the articulated text).





You cannot overtake by driving behind another vehicle that in turn is overtaking, if this prevents you from seeing oncoming traffic. This happens with large vehicles; vans, trucks, buses ... which, due to their size, prevent us from seeing what is in front of us, so we must let them pass in order to start the manoeuvre.

In accordance with the conditions of the previous paragraph, it is specifically prohibited to overtake from behind a vehicle that is performing the same manoeuvre, when the dimensions of the vehicle that carries it out first prevents visibility of the front part of the road to the driver of the vehicle that follows it.



B) In pedestrian crossings marked as such, at intersections with bicycle lanes, at level crossings and in their vicinity (article 36.2 of the articulated text).

However, this prohibition will not be applicable when the overtaking is carried out on two-wheeled vehicles which, due to their small dimensions, do not impede lateral visibility, at a level crossing or its vicinity, prior to the appropriate acoustic or optical signals. Neither will this prohibition be applicable in a marked pedestrian crossing when the overtaking of any vehicle is carried out at such a sufficiently low speed that they may stop in time if there is a danger of a pedestrian being run over.

C) At intersections and in their vicinity, except when:

1. At rotating circulation squares or traffic roundabouts
2. The overtaking must be made on the right, as provided in article 82.2.
3. The roadway on which it takes place has priority at the intersection and there is a specific sign that indicates so.
4. The overtaking is carried out on two-wheeled vehicles (article 36.3 of the articulated text).

D) In tunnels, underpasses and track sections affected by the signal "Tunnel" (S-5) in which only one lane is available for the direction of movement of the vehicle it intends to overtake.

2. Infringements of the rules of these requirements will be considered a serious matter, as provided in article 65.4.c) of the articulated text. Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

SECTION 6 EXCEPTIONAL ASSUMPTIONS OF OCCUPATION OF THE REVERSE DIRECTION

Article 88 Immobilised vehicles

1. On a stretch of road where overtaking is prohibited, if a vehicle that becomes immobilised is completely or partly occupying the road in the direction of travel, unless the immobilisation is imposed by the needs of the traffic, it may be passed, even though to do so it is necessary to occupy the part of the road reserved for the opposite direction, after making sure that the manoeuvre can be carried out safely. With the same requirements, drivers of bicycles, cycles, mopeds, pedestrians, animals and animal-drawn vehicles can be overtaken when, due to the speed they move at, they can be overtaken without risk to them or to general movement.



As a general rule overtaking in a continuous line is forbidden, but the exception to the rule says that it can be done when we pass the drivers of bicycles, cycles, mopeds, pedestrians, animals and animal-drawn vehicles.

The overtaking of heavy machinery is not allowed in this way.

Many drivers think that the service vehicles that drive along the hard shoulder at a reduced speed, can be overtaken in a section where there is a continuous line. But due to their large dimensions they occupy part of the carriageway so overtaking them would mean we have to occupy practically the opposite lane to overtake them safely, which is why overtaking like this is forbidden.

2. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.c) of the articulated text. Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 89 Obstacles

1. Likewise, in the circumstances indicated in the previous article, any vehicle that finds any obstacle in their way that forces them to occupy the space provided for the opposite direction of its movement may overtake, provided that they have made sure that they can do it safely. The same precaution will be observed when the obstacle or the immobilised vehicle is in a section of road where overtaking is allowed.



Speed reducing bands are not obstacles in the road, they are an element of road safety, they are installed to reduce the speed in sections where it is necessary for different reasons; a high number of incidents, abuses, school zone, etc ... These bands should not be driven around or avoided in any way, so you should reduce your speed and pass over them at a speed that allows you to do it safely.

2. Infringements of the rules of these requirements will be considered a serious matter, as foreseen in article 65.4.d) of the articulated text.

Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

CHAPTER VIII Stopping and Parking

A “Stop” is the immobilisation of the vehicle for less than two minutes, without the driver leaving the vehicle. The moment the driver gets out of the vehicle, even leaving another person inside, it is considered “parked”.

We must take into account the difference between stopping and parking because in some areas we will find that parking is prohibited but not stopping, as long as we do it following these instructions.



SECTION 1 GENERAL RULES OF STOPPING AND PARKING

Article 90 Places in which they must be carried out

1. The stopping or parking of a vehicle on interurban roads must always be made outside the road, on the right side of it and leaving free the walkable part of the hard shoulder (article 38.1 of the articulated text).



When, in an emergency, it is not possible to locate the vehicle outside the road and the passable part of the hard shoulder, the rules contained in the following articles of this chapter and those provided in article 130, as applicable, shall be observed.

2. When on urban roads it has to be done on the road or on the hard shoulder, the vehicle will be located as close as possible to its right side, except on one way roads, where parking can also be done on the left side (article 38.2 of the articulated text).



Remember that if the street is two-way, you cannot stop or park on the left side, since you would be doing it in the opposite direction of the vehicles.

The ordinances issued by the municipal authorities in accordance with the conditions of Article 93 must also be observed.

Article 91 Mode and manner of execution

1. Stopping and parking must be carried out in such a way that the vehicle does not obstruct traffic or constitute a risk to other road users, especially taking care of the vehicle's positioning and preventing it from moving when the driver is absent. (Article 38.3 of the articulated text).



Special attention with parking large vehicles on corners or crossings as they hinder visibility to drivers who want to join or cross the road. It is usually the case to find vans or caravans parked in places that even though it is not forbidden to park there, due to their size they limit visibility creating risky situations to other drivers as they cannot see. In these cases even though these vehicles are allowed to park they should look for another parking spot.

2. The following are considered to be a risk or obstacle to traffic when stopping or parking is done in a dangerous place or in a place that seriously impedes traffic:

A) When the distance between the vehicle and the opposite edge of the road or a longitudinal mark on it that indicates a prohibition to cross it is less than three metres or, in any case, when it does not allow other vehicles to pass.



B) When another vehicle that is correctly parked or stopped is prevented from joining traffic.





C) When the normal use of the exit passage or access to a building for people or animals, or vehicles in a signalled ford is hampered.





Plate showing that you cannot park here; issued by the corresponding City Council, with the assigned plate number on the sign. Those not issued by the Town Councils that can be acquired in any establishment are invalid.

They will only be valid for their use in private spaces, such as parking for a community of owners, never for use on public roads.

D) When the normal use of the reduced steps for physically handicapped persons is obstructed.



E) When the manoeuvre is done in dividers, separators, islets or other traffic channelling elements.



F) When the authorised turn is prevented by the corresponding signal.



G) When parking takes place in an area reserved for loading and unloading, during the hours of use.



H) When parking is done in a double row without a driver.



Some drivers have the habit of parking on double yellow lines and go for bread, newspaper, drinks, coffee... it is totally forbidden for the DRIVER to be absent. There are cases of drivers leaving an occupant in the vehicle in their absence. The regulation makes it clear that the driver must not leave the vehicle.

I) When parking is carried out at a public transport stop, signposted and delineated.





J) When parking is carried out in spaces expressly reserved for emergency and security services.





K) When parking is carried out in spaces prohibited on public roads qualified as preferential attention, specifically marked.



L) When the parking is made in the middle of the road.



M) When stopping or parking movements not mentioned above constitute a danger or seriously impede the movement of pedestrians, vehicles or animals.

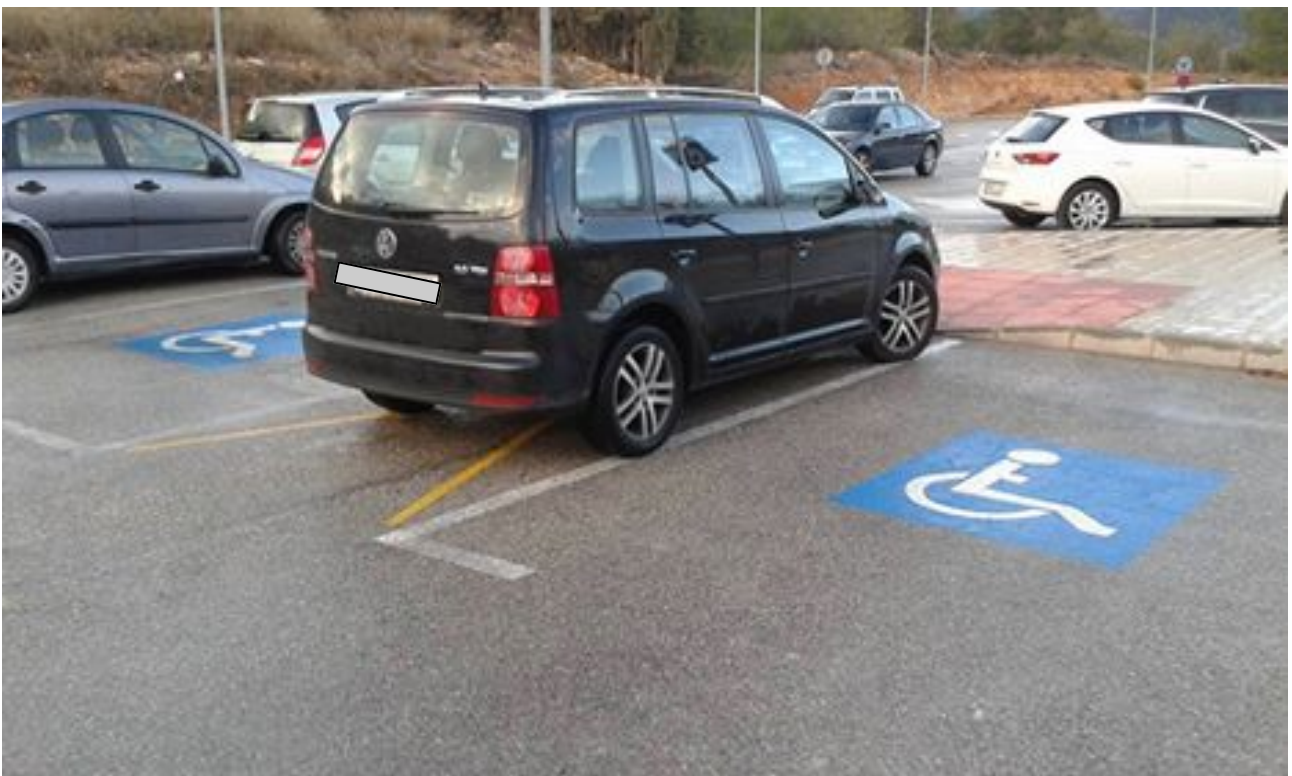
3. The attempts to stop or park in dangerous places or that seriously impede the movement are considered as serious infringements, as foreseen in article 65.4.d) of the articulated text.

Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 92 Placement of the vehicle

1. Stopping and parking should be carried out by placing the vehicle parallel to the edge of the road. By exception, another placement will be allowed when the characteristics of the road or other circumstances allow.

2. All drivers who stop or park their vehicle must do so in a way that allows the best use of the remaining available space.



Only one parking space should be occupied. Failure to do so may result in a penalty for minor infringement.

3. In the case of a motor vehicle or moped, if the driver has to leave their vehicle, they must also follow, as soon as they are applicable, the following rules:

A) Stop the engine and disconnect the starting system and, if they move away from the vehicle, take the necessary precautions to prevent its use without authorisation.

B) Leave the handbrake on.

C) In a vehicle provided with a gearbox, the driver must leave it on first gear if they are on an upward slope, reverse, in descendant, or, where applicable, the parking position.

D) In the case of a vehicle which weighs more than 3,500 kilograms of maximum authorised mass, a bus or a group of vehicles and the stop or parking is done in a place on a slope, its driver must leave it properly parked, either through the placement of wedges, without the need to use elements such as stones or others not expressly intended for that function, or by supporting one of the steering wheels on the curb of the sidewalk, tilting these towards the centre of the road on the ascending slopes and outside in descending slopes. The wedges, once used, must be removed from the road before resuming movement.

Article 93 Municipal ordinances

1. The stop-and-park system on urban roads shall be regulated by municipal ordinance, and the necessary measures may be taken to avoid traffic jams, including parking time limitations, as well as the precise corrective measures, including the withdrawal of the vehicle or its immobilisation when it is not provided with a title that enables parking in areas limited in time or exceeding the authorisation granted until the identification of the driver is achieved (article 38.4 of the articulated text).

When we talk about "parking time limitations", we are talking about the "blue zone"; areas where parking is only allowed for a limited time, after payment of a fee in one of the parking metres installed on the street.

Once the amount has been paid, we must display the parking ticket in a visible place on the dashboard. It will be cause for immobilisation and even taking the vehicle away, if you either fail to display the ticket, or exceed the authorised time without having renewed the ticket.

Once the driver is identified, they will be sanctioned, having to pay the town truck and deposit expenses in case the vehicle is moved to the municipal pound until the driver is identified.

2. In no case may the municipal ordinances oppose, alter, distort or induce confusion with the precepts of this regulation.

SECTION 2 SPECIAL STANDARDS OF STOPPING AND PARKING

Article 94 Prohibited places

1. It is prohibited to stop:

A) On curves and slopes with reduced visibility, in the vicinity of these and inside tunnels, underpasses and sections of roads affected by the sign «Tunnel».

B) On level crossings, cycle crossings and pedestrian crossings.



C) On lanes or parts of lanes reserved exclusively for movement or for certain users only.



D) At intersections and in their vicinity if it makes turning difficult for other vehicles, or on interurban roads if danger is generated due to lack of visibility.



E) On tram tracks or close enough to them that movement can be obstructed.

F) In the places where the visibility of signs is impeded to other road users and it affects them or forces them to make manoeuvres.

G) On motorways, except in the areas authorised for this purpose.

There are cases of drivers on motorways, who receive a phone call and, as they cannot talk on the phone while driving, park their vehicle on the hard shoulder to answer the call.

The hard shoulder is only to be used for emergency reasons and a phone call, no matter how important, is not a reason to stop on the motorway. You must leave at the first exit or look for a rest area where you can do it safely.

People do not realise that every year there are collisions that, due to the driver being distracted, vehicles drift onto the hard shoulder and hit other vehicles that were pulled up there. We must be aware that the use of the hard shoulder is only for vehicle emergencies and passengers who cannot wait to find a safe place.

H) In lanes destined to the exclusive use of urban public transport, or in the lanes reserved for bicycles.

I) In the areas designated for parking and exclusive use of public transport stops.



J) In marked areas for the exclusive use of disabled people and steps for pedestrians (article 39.1 of the articulated text).

2. It is prohibited to park in the following cases:

A) In all those described in the previous section in which stopping is prohibited.



B) In the places authorised by the municipal authority as parking with time limitation without placing the ticket that authorises it, or when the ticket is placed the vehicle is parked in excess of the maximum time allowed by the municipal ordinance.



C) In areas marked for loading and unloading.



Parking (to the left of this sign, indicated by an arrow on this occasion) is prohibited from 07:00 to 13:30 and from 15:30 to 18:30 on working days, and from 07:00 to 11:30 on Saturdays, except loading and unloading;

It is forbidden to park during the times indicated, as during this time the area is reserved only for vehicles that are going to load and unload merchandise. Outside these hours it may be used by everyone.

D) In designated areas for the exclusive use of disabled persons.





TARJETA DE ESTACIONAMIENTO
PARA PERSONAS CON DISCAPACIDAD



AA
AA



VÁLIDO HASTA:

NUM. TARJETA:



Parkingskort
 Carte de stationnement
 Cartão de estacionamento
 Parkkaart
 Conoscenza di parcheggio
 Parkausweis
 Kärtnig-undStauungs
 Parkeringstillstånd
 Parkeringskort
 Pysäköntilupa
 Izmitošanās karte
 Parkimiskaart
 Parkiršanas iģazdošanas
 Karta parkingowa
 Parkina karta
 Parkovna karta
 Karta naplínania
 Parkovni prkaz
 Parkavimo kortelė
 Karta għall-parkeġġ
 Bilet de parcare

Modelo de las Comunidades Europeas

E) On pavements, promenades and other areas intended for pedestrians.



F) In front of correctly marked access points.



When you pay for a Vado you are paying for having free access to your garage, driveway or building, not for a free parking space on a public road.





Keep Clear Sign; issued by the appropriate Town Hall, with an assigned number shown on the sign.

Some people buy Keep Clear or No Parking signs at a hardware store and put them in front of their garages. These signs are not valid if they are used as a Keep Clear sign or to prohibit parking on the public road since the Town Hall regulates this and has authority for parking regulations in the city.

Remember that when you pay for a Keep Clear sign, you are paying to have the right to access and egress your garage, not a parking space on public roads. Some people think that they can park their vehicle at the door of their garage, just where it is no parking to access the drive, because they have a Keep Clear sign. Then when they are fined they realise that the Keep Clear sign only gives them access to the garage.

G) In double row (article 39.2 of the articulated text).



3. Stopping or parking in the places listed in paragraphs a), d), e), f), g) and i) of section 1, in the level crossings and in the lanes designated for the use of urban public transport will have the consideration of serious infractions, as foreseen in article 65.4.d) of the articulated text.

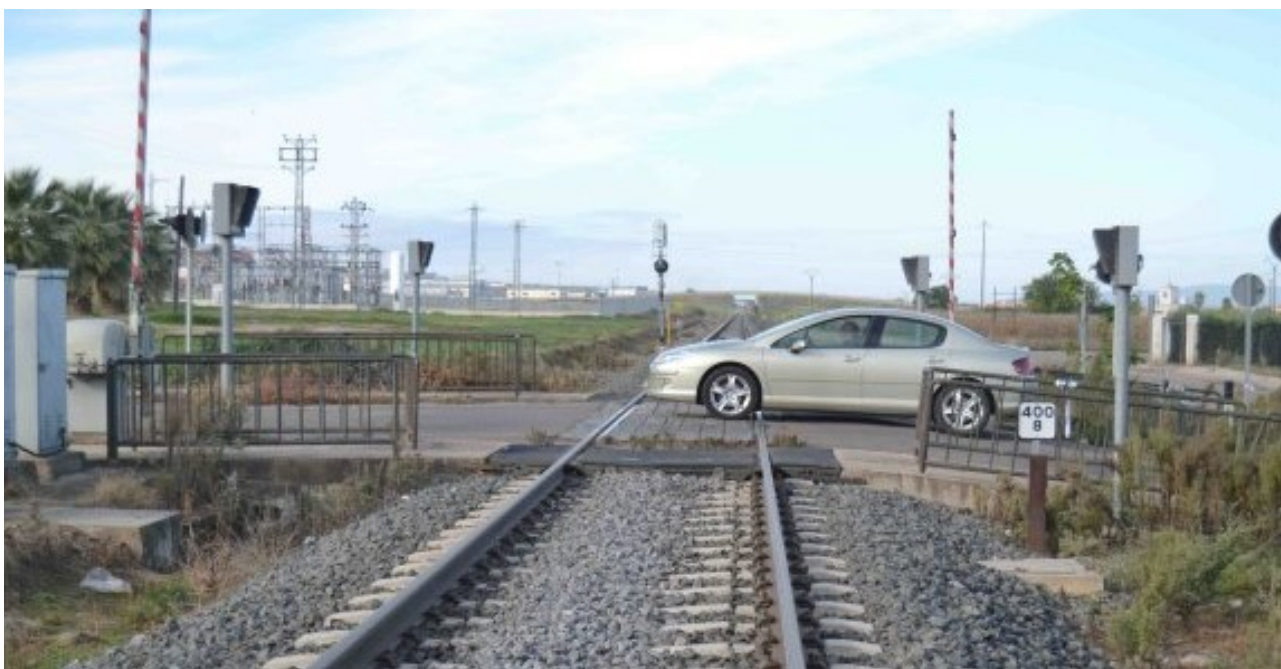
Note that the reference to article 65.4.c) should be understood as referring to article 65.4.a), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

CHAPTER IX LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS

SECTION 1 GENERAL RULES FOR LEVEL CROSSINGS, MOVABLE BRIDGES AND TUNNELS

Article 95 Obligations of road users

1. All drivers must exercise caution and reduce speed below the maximum when approaching a level crossing or a moveable bridge (article 40.1 of the articulated text).





2. Users who find level crossings or moveable bridges closed or with the barrier or semi-barrier in motion when approaching should stop one after the other in the corresponding lane until they can pass (article 40.2 of the articulated text).
3. The crossing of railways must be carried out without delay and after having ascertained that, due to the circumstances of traffic or for other reasons that there is no risk of getting stuck within the passage (article 40.3 of the articulated text).
4. When using level crossings and moveable bridges, drivers must use the appropriate signage in the manner provided in articles 144, 146 and 149.
5. Tunnels of any length and underpasses whose length exceeds 200 metres will be duly indicated.
6. In tunnels or underpasses, the driver must rigorously apply all the traffic rules related to them contained in this regulation and especially those related to the prohibition to stop, park, change the direction of movement, reverse and overtake. In addition, drivers must use the correct illumination.

When the driver does not intend to overtake, a safe distance must be maintained at all times with the preceding vehicle of at least 100 metres or a minimum interval of four seconds. In the case of vehicles with a maximum authorised mass of more than 3,500 kilograms, the safe distance that must be kept with the preceding vehicle should be at least 150 metres or a minimum safety interval of six seconds.

In tunnels or underpasses with traffic in both directions, overtaking is prohibited, unless there is more than one lane in the direction of movement, which can be overtaken without invading the opposite direction.

7. At all times, drivers and users travelling through a tunnel or underpass must obey the indications of traffic lights and variable message panels, and follow the instructions that they receive through public address systems or any other means.

Article 96 Barriers, semi-barriers and traffic lights

1. No road user should enter a level crossing whose barriers or semi-barriers are traversed on the road or in a raising or crossing motion, or when their traffic lights impede the passage with their stopping directions.
2. No road user should enter a level crossing without barriers, semi-barriers or traffic lights, without first having ascertained that no vehicle travelling on the rails is approaching.
3. No user should enter a tunnel or underpass if a traffic light does not allow the passage in the mouth of the tunnel, with the exception of the teams of emergency services, mechanical assistance and road maintenance.

SECTION 2 BLOCKING OF LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS

Article 97 Stopping a vehicle on a level crossing, moveable bridge or tunnel

1. When, for reasons of out of control of the driver, there is a vehicle that has been stopped in a level crossing or its load has fallen within it, the driver will be obliged to adopt the appropriate measures for the rapid eviction of the occupants of the vehicle and leave the way free in the shortest possible time. If they do not manage to do this, all measures must be taken by the drivers of surrounding cars to warn of the danger in advance (article 41 of the articulated text).
2. The rules in the previous section will be applicable, if the same circumstances occur when the stopping of the vehicle or the shedding of its load takes place on a moveable bridge.
3. If, in an emergency, a driver is immobilised with their vehicle inside a tunnel or underpass, they must:
 - A) Turn off the engine, press the emergency button and keep the parking lights on.
 - B) If possible, direct the vehicle towards the area reserved for emergencies closest to the direction of its movement. If not, they should stop the vehicle as close as possible to the right edge of the road.
 - C) Place hazard warning devices correctly on the road.
 - D) Request help without delay through the nearest distress post (SOS post), if there is one, and follow the instructions sent through it.
 - E) Both the driver and the other occupants will leave the vehicle, quickly going to the nearest refuge or exit, without, in any case, crossing the road if there are areas excluded from the movement of vehicles.
 - F) If there is a fault that still allows the vehicle to move, the driver must continue to the exit of the tunnel or underpass and, if this is not possible, to an area reserved for emergencies.

In case of a fire, the driver will move their vehicle as far as possible to the right so as not to obstruct the passage to emergency vehicles. The engine must be turned off, the key left in and the doors open. Both the driver and the other occupants will leave the vehicle heading quickly to the nearest refuge or exit, in the opposite direction of the fire, without, in any case, crossing the road if there are areas excluded from the movement of vehicles.

If a vehicle is immobilised inside a tunnel or underpass due to traffic needs, the driver and passengers must not leave the vehicle. In this case, the emergency signal must be connected temporarily to warn other drivers who are driving behind, parking lights kept on and the engine turned off. The driver should stop as far as possible from the vehicle in front of them.

CHAPTER X UTILIZATION OF LIGHTING

SECTION 1 COMPULSORY USE OF LIGHTING

Article 98 General rules

1. All vehicles travelling between sunset and sunrise or at any time of day in tunnels, underpasses and track sections affected by the "Tunnel" signal (S-5) must have the corresponding lighting switched on, according to what is determined in this section.



Pay special attention to the new models of vehicles that come with "daytime running lights". These are lights that remain illuminated on the vehicle front while the engine is running but do not have enough power to light the road and for driving, as they are merely designed to make the vehicle more visible to other road users, not to illuminate the road.



When the vehicle is started up and the "daytime running light" device is turned on, the vehicle's control panel sometimes illuminates, which is why many drivers mistakenly think that the car's lights were automatically switched on. Then they put it into drive thinking that they have lights on and the reality is that, as DRL's often only illuminate at the front of the vehicle, they are driving without any rear lights and only with the daytime lights on the front.

Something that sometimes happens when tourists arrive in Spain at night is that they rent a car with these characteristics, but do not know how it works and when they hit the road they do not realise that they are driving without the correct lights, creating dangerous situations.

Please, if you are going to drive a car that is not yours, find out how it works. You must know how to correctly use the vehicle's dashboard before going on the road. Many drivers suddenly enter a tunnel and then start looking how to turn on the lights, endangering other road users.

Lights must be switched on before entering the tunnel and if you do not know how the control panel works, you will have problems doing this and will endanger other road users. Please take a few minutes to know the car that you have purchased or are using so as to enjoy your trip safely.

You will be fined for driving without any type of light if you only have "daytime running lights" or sidelights illuminated.

2. The regulation of lighting systems that are not prohibited, or in everything that is not expressly provided for in this chapter or in other precepts of this regulation, shall be adjusted to the provisions of the regulations governing vehicles.

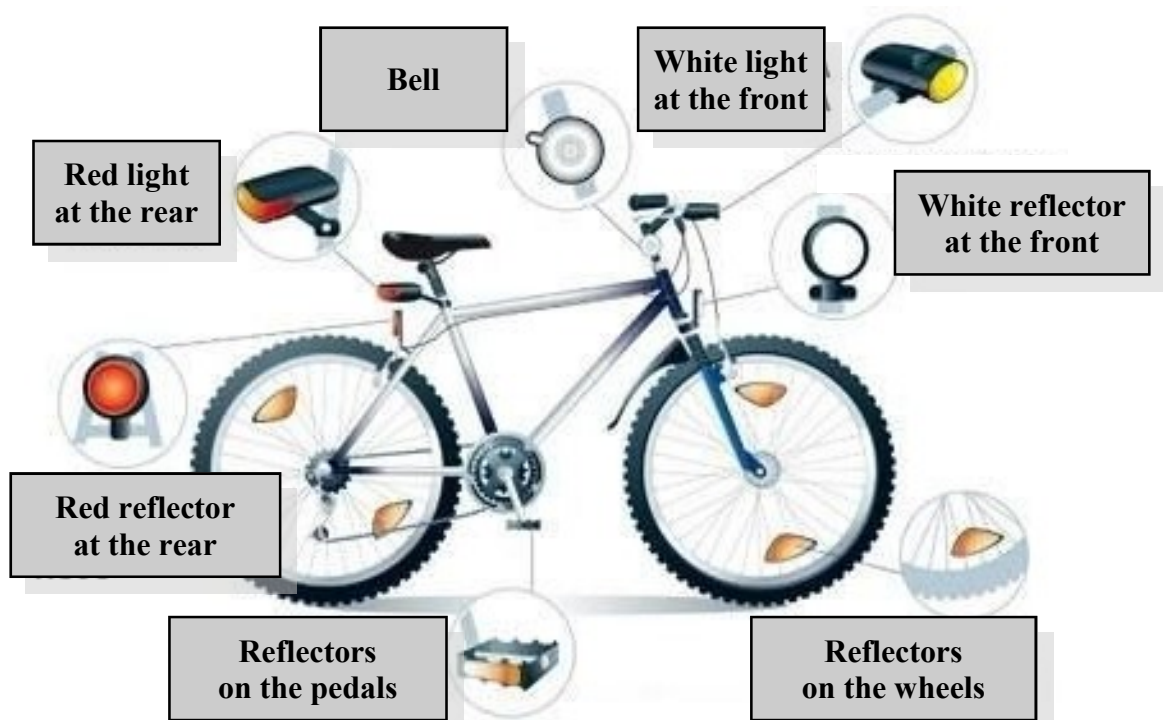


3. Bicycles, in addition, should be equipped with the reflective elements that, duly approved, are determined in the General Vehicle Regulations. When the use of lighting is mandatory, bicycle riders must also wear a reflective garment that allows drivers and other users to distinguish them at a distance of 150 metres, if they travel by interurban route.

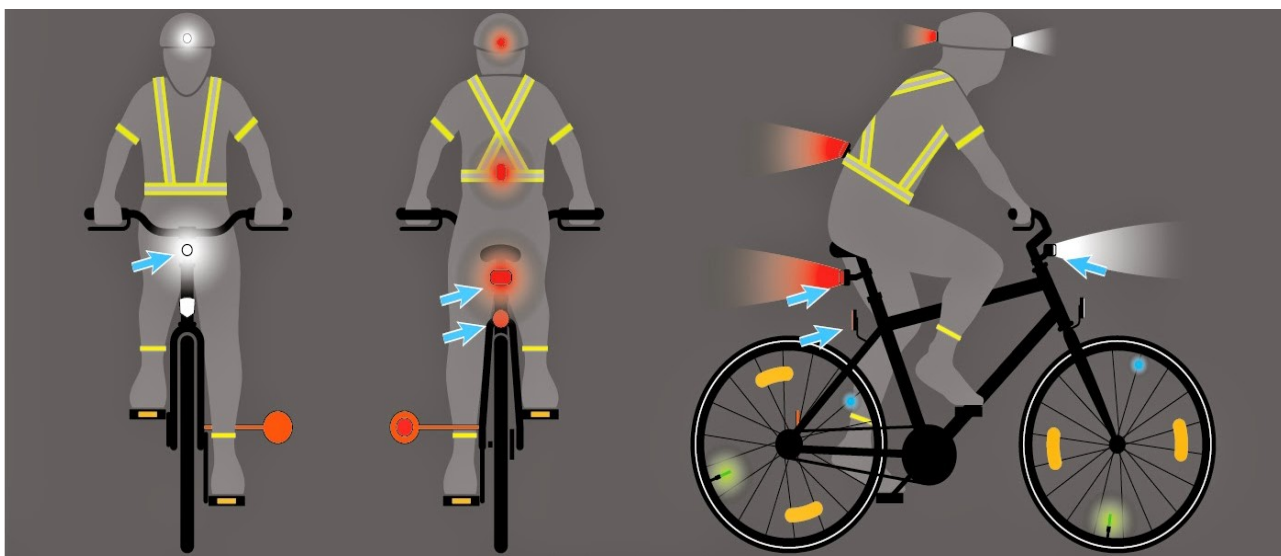
To travel at night, along stretches of roads marked with the "tunnel" sign or when there are weather or environmental conditions that significantly reduce visibility, bicycles, must have:

Reflectors on the front and back, not triangular (white at the front, red at the back).

Reflectors on the pedals (orange).



In addition, when the use of lighting is mandatory, bicycle riders will wear some garment or reflective element that allows other road users to distinguish them at 150 metres.





Article 99 Position and height lighting

1. Any vehicle travelling between sunset and sunrise or under the conditions referred to in article 106 and in passing through tunnels, underpasses or sections of roads affected by the signal "Tunnel" (S-5) must have headlights on and, if the width of the vehicle exceeds 2.10 metres, also height lighting.
2. Driving without lighting in situations of reduced visibility shall be considered a serious infringement, as explained in article 65.4.e) of the articulated text.

Article 100 Long-range or road lighting

1. Any vehicle equipped with long-range or road lighting that travels at more than 40 kilometres per hour, between sunset and sunrise, out of town, through under-lit roads or at any time of day through tunnels, underpasses and sections of track affected by the signal "Tunnel" (S-5) which are insufficiently illuminated, should have their headlights on, except when the headlights or full beam are used, in accordance with the provisions of articles 101 and 102, especially to avoid glare.





The long range or full beam lights can be used alone or for short distances.

2. It is forbidden to use the long-range or full beam lights whenever the vehicle is stationary or parked, as well as the alternative use, in the form of flashes of long-range or full beam headlights, for purposes different from those foreseen in this regulation.

Some drivers often use their lights in the form of flashes to warn drivers of vehicles approaching of the presence of the police. This action, apart from being punishable, hinders the work of the police since if someone has nothing to hide, they have nothing to fear.

Through these actions, drivers without a licence, under the influence of alcohol / drugs or transporting some kind of illegal substance or goods, elude control and we cannot stop them.

Remember; “Nothing to hide, nothing to fear!”

** The regulation states flashing the headlights can be made for the following reasons:*

- To avoid a possible collision on narrow roads with many curves.*
- To warn, out of town, the driver of another vehicle that you intend to overtake.*
- To warn other road users of their presence, when driving as a non-priority vehicle (private vehicle) in emergency service.*

3. The under-lit road is understood to be one in which, with a normal view, at some point of its roadway, the registration plate can't be read at 10 metres or a darkly coloured vehicle can't be distinguished from 50 metres.

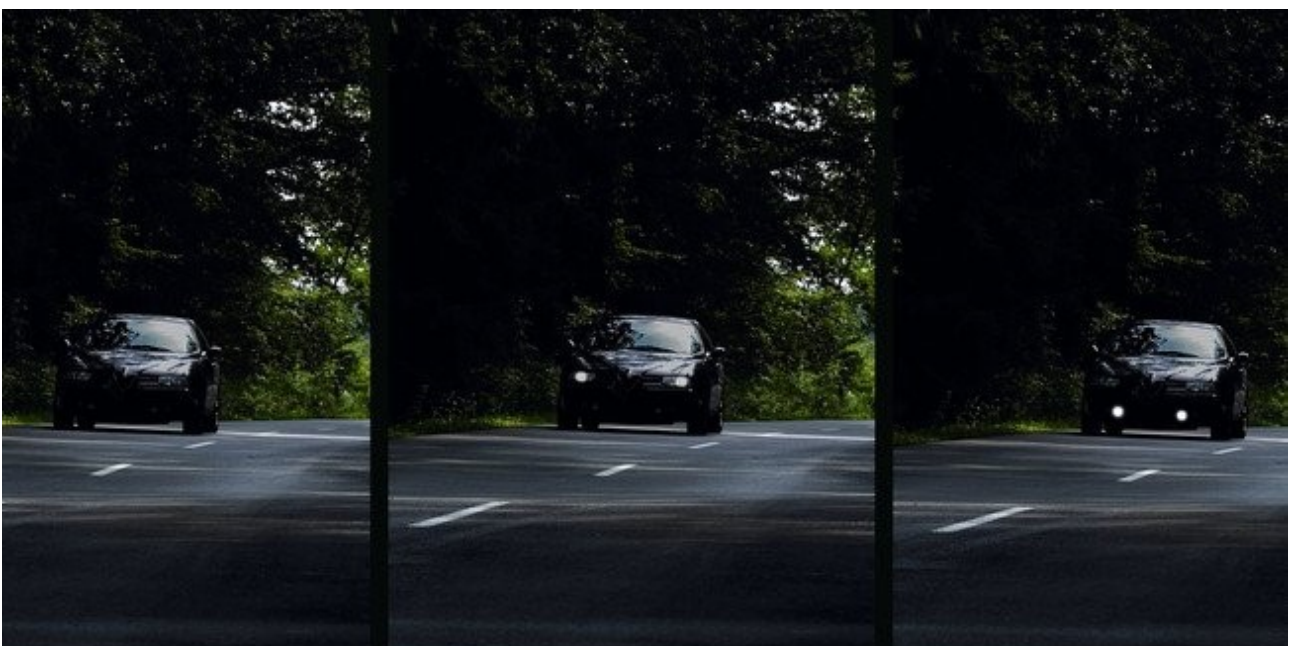
4. Movement in which glare occurs to other users of the road and traffic without lighting in situations of lack or reduction of visibility shall be considered serious infringements, as provided in article 65.4.e) of the articulated text.



Sometimes after turning on the full beam lights, we forget to turn them off, dazzling other drivers. A similar circumstance is when we go through a foggy area, turning on the fog lights and not turning them off later. In these instances, drivers who are approaching you from the opposite direction can alert you by flashing their lights to warn you that you forgot to switch them off.

Article 101 Short-range and headlights

1. All motor vehicles and mopeds that are driving between sunset and sunrise on urban or interurban roads that are illuminated, or at any time of the day through tunnels, underpasses and sections of roads affected by the signal "Tunnel" (S-) 5) which are sufficiently illuminated, should have headlights on, in addition to side or position lighting, or full beam if used.





If you drive a vehicle that has automatic lights, make sure you have them correctly set, since many drivers when going through tunnels do not turn on the lights thinking that they were activated automatically creating a danger for other users. You can also do it manually, so if you are going to drive a car that is not yours please find out how the lights are activated and deactivated since you never know when you will need to use them.

Likewise, you must use headlights in the villages, when the road is insufficiently illuminated.

2. All motor vehicles and mopeds must have short-range or headlights on when driving between sunset and sunrise on insufficiently lit interurban roads or at any time of day through tunnels, underpasses and other insufficiently lit sections affected by the "Tunnel" signal when any of the following circumstances occur:

- A) No long-range lighting.
- B) Driving at a speed not exceeding 40 kilometres per hour and not using long-range lighting.
- C) Possibility of producing glare to other road users.



3. Scenarios in which glare occurs to other road users without illuminating the road in a situation of lack or reduction of visibility will be considered serious infractions, as foreseen in article 65.4.e) of the articulated text.

Article 102 Glare

1. Long-range or full beam lighting must be replaced by short-range or normal headlights as soon as the possibility of producing glare for other users of the same route or of any other means of communication is detected, and especially to the drivers of vehicles travelling in the opposite direction and even if they do not comply with this requirement, and the road lighting will not be restored until the position of the vehicle has passed.



2. The same precaution will be observed with respect to vehicles that drive in the same direction and whose drivers can be dazzled through the rear-view mirror.

Remember to disconnect full beam when traffic comes towards you or when you have vehicles ahead and do not activate it again until you are sure that you will not dazzle anyone.

3. In case of you being a driver who suffers glare, you will reduce speed as necessary, even coming to a total stop, to avoid reaching other vehicles or pedestrians that are moving in the same direction.

4. Infringements of the rules of these requirements will be considered a serious matter as foreseen in article 65.4.e) of the articulated text.

Article 103 Licence plate lighting

All vehicles described in articles 99 or 106 must always have their rear number plate illuminated and, if applicable, other illuminated signs or badges that must be provided, taking into account their characteristics or the service they provide.



Many people do not realise that not having a light on the number plate switched on is a reason for a fine for a serious infraction.

Article 104 Use of lighting during the day

Short-range light or headlights should be used during the day when:



A) Motorcycles that travel by any means subject to the legislation on traffic, motor vehicle traffic and road safety.



Instruction "Daylight" (DGT 15 / S-140 / V-12). During the day you can use the Daytime Running Lights instead of the dipped beam headlights or both together), but between dusk and sunrise you must always have headlights on. This obligation does not affect mopeds.

B) All vehicles travelling on a reversible lane, or an additional circumstantial lane or by a lane able to drive in the opposite direction to that normally used on the road where it is located, either a lane that is exclusively reserved for them, or is exceptionally open to traffic in that sense, as well as those bound by the provisions of articles 41 and 42.

Article 105 Immobilisations

1. Any vehicle that, for any reason, is immobilised between sunset and sunrise or under the conditions referred to in article 106, on a road or hard shoulder of a road, must have the position lights on and, for those vehicles which qualify, height lighting.

2. Any vehicle stopped or parked between sunset and sunrise on the roadway or hard shoulder of an under-lit crossing must have the position lights on, which may be replaced by the parking lights, or by the two position lights of the corresponding side of the road, when it is parked in line.

Parking lights: These are optional lights installed on some vehicles

3. On urban roads that are not “travesías”, it will not be mandatory for parked vehicles to have the position lights on when the lighting allows other users to distinguish them at a sufficient distance.

4. The immobilisation, stopping or parking of a vehicle without lighting in situations of lack or reduced visibility will be considered serious infringements, as foreseen in article 65.4.e) of the articulated text.

SECTION 2 SPECIAL LIGHTING ASSUMPTIONS

Article 106 Conditions that reduce visibility

1. It is also mandatory to use lighting when there are weather or environmental conditions that significantly reduce visibility, such as in the case of fog, heavy rain, snow, clouds of smoke or dust or any other analogous circumstance (article 43 of the articulated text).

2. In the cases referred to in the previous section, the front fog lights or the short or long-range headlights must be used.





The front fog lamp can be used alone or simultaneously with the short-range headlights or even with the long-range full beam headlights.

The front fog lamp can only be used in such cases or in sections of narrow roads with many curves, meaning that, having a roadway of 6.50 metres wide or less, are marked with signs indicating a succession of nearby curves among themselves, regulated in article 149.

The rear fog lamp should only be switched on when the weather or environmental conditions are particularly unfavourable, such as in heavy fog, heavy rain, heavy snow or heavy clouds of dust or smoke.

3. Driving without lights in situations with no or reduced visibility will be considered a serious infringement, as foreseen in article 65.4.e) of the articulated text.



We must keep in mind that although we are driving during the day, there are sometimes atmospheric factors that significantly reduce visibility, so we must use the corresponding lighting both to see and to be seen by the rest of users.

When there are fog banks, many drivers think that dipped headlights are enough or when it is cloudy but it is daylight, there are drivers who do not think that turning on the fog lights is necessary and they do not realise that their car is no longer visible to other road users at certain distances, avoidable by using fog lights.

Article 107 Lighting failure

If, due to non-use or irreparable damage in the corresponding lighting, the driver is forced to drive with lower intensity lighting, they should reduce their speed until the vehicle can be stopped in an illuminated area.

There are drivers who drive with full beam headlights on when they blow a bulb in the normal lighting. It must be taken into account that these lights produce a glare to other drivers, so they should be turned off when there are other drivers nearby.

If the main headlights have gone, you must not continue driving because you cannot drive permanently using the full beam lights.

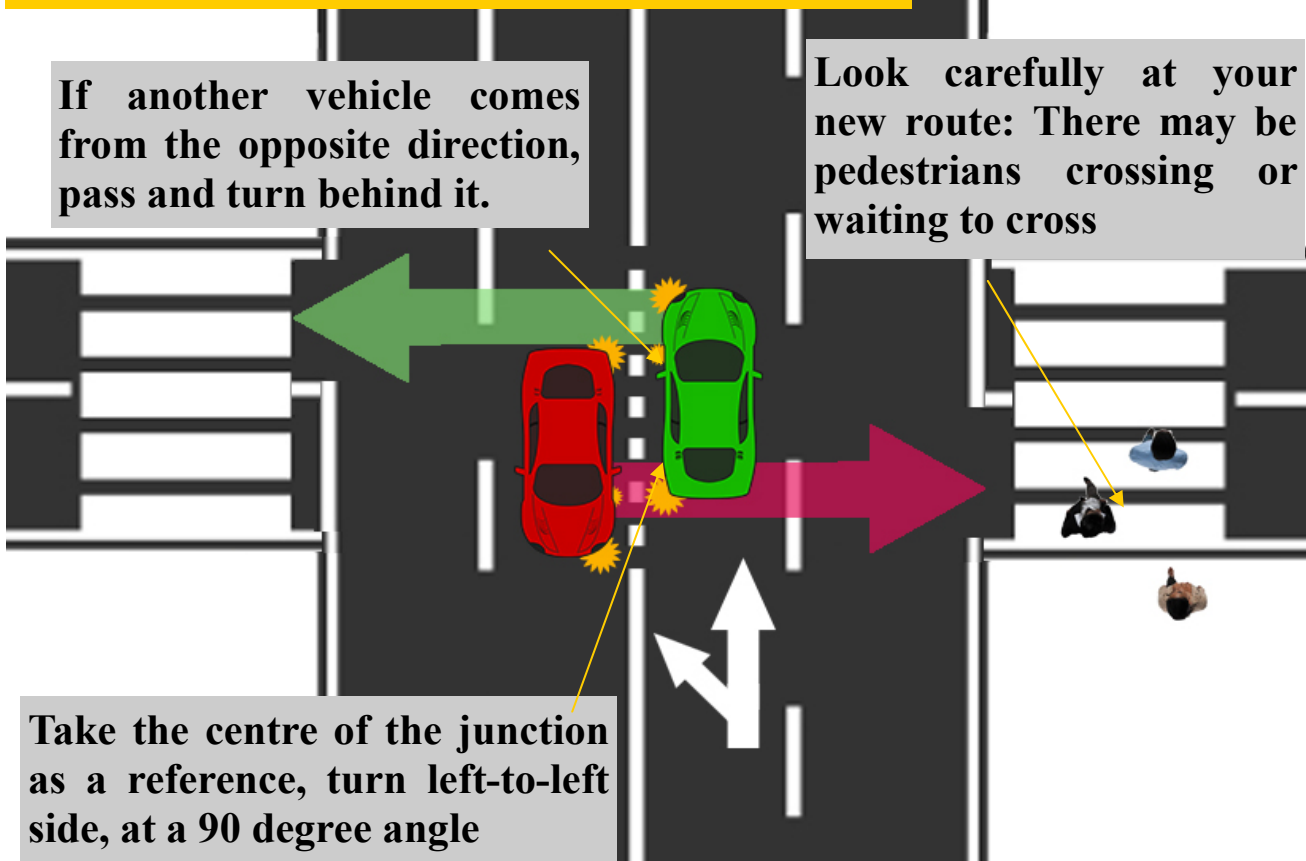
CHAPTER XI DRIVER'S WARNINGS

SECTION 1 GENERAL RULES

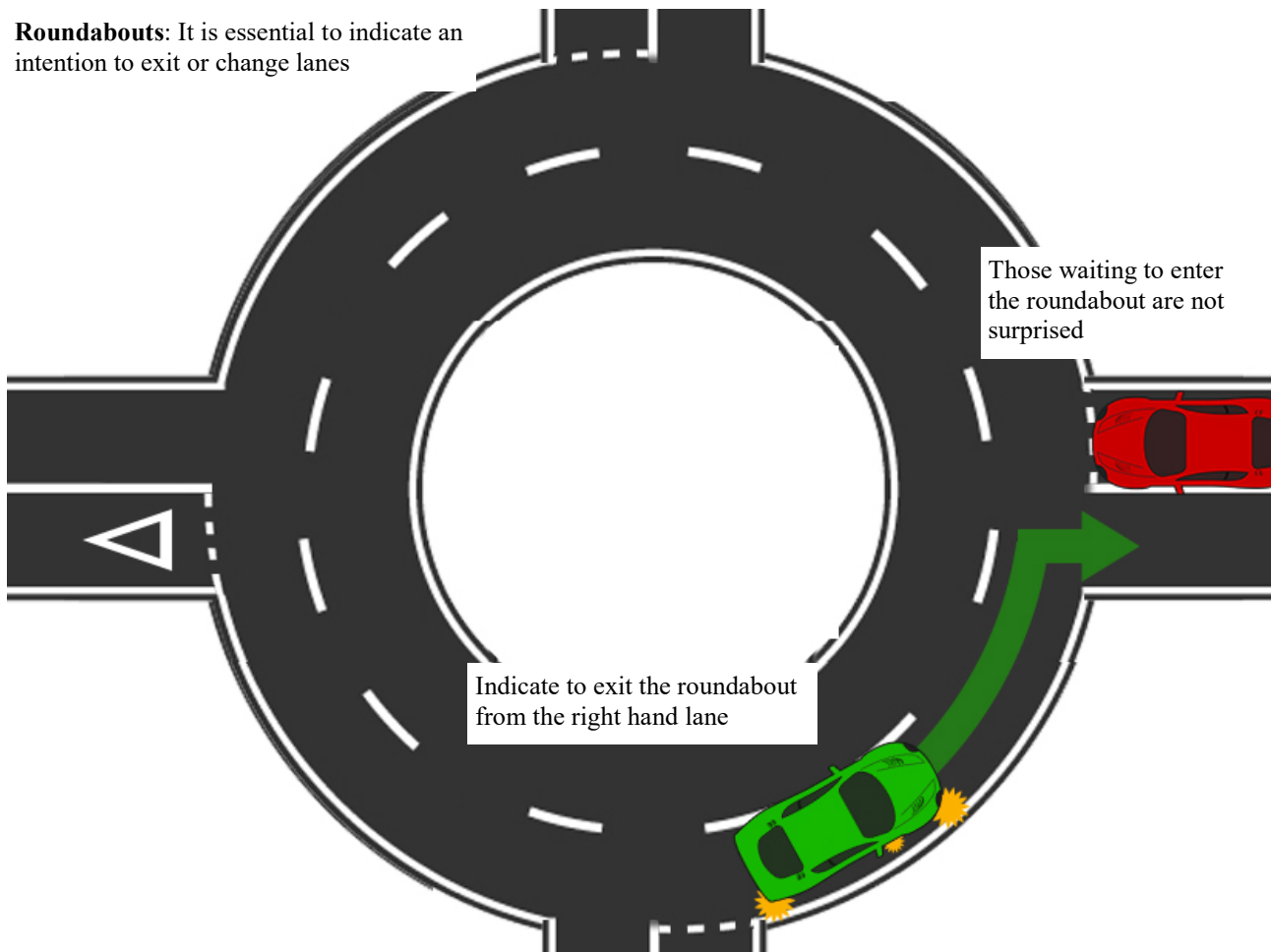
Article 108 Obligation to warn of manoeuvres

1. Drivers are obliged to warn other road users about the manoeuvres that they intend to carry out with their vehicles (article 44.1 of the articulated text).

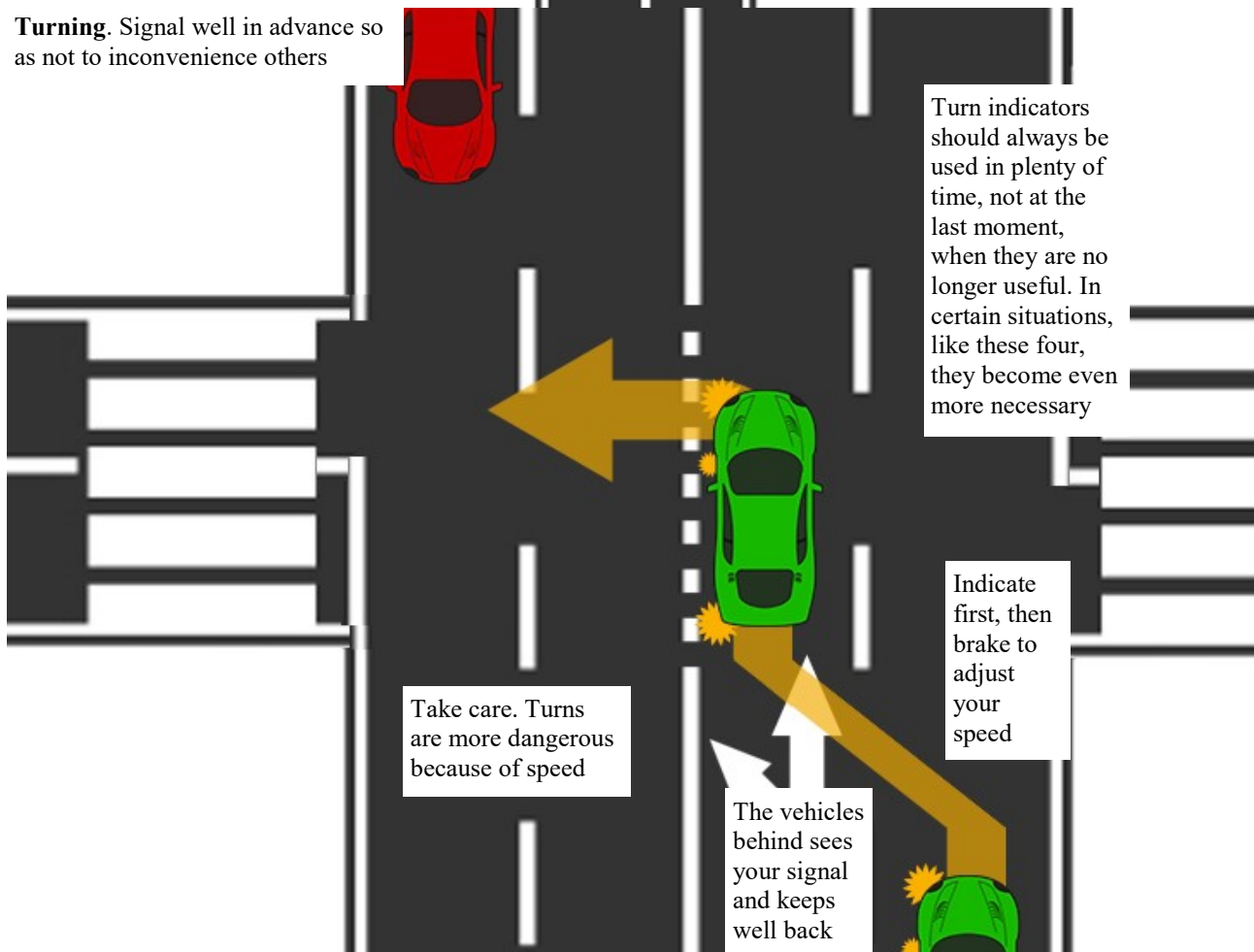
Face to face turns



Roundabouts: It is essential to indicate an intention to exit or change lanes

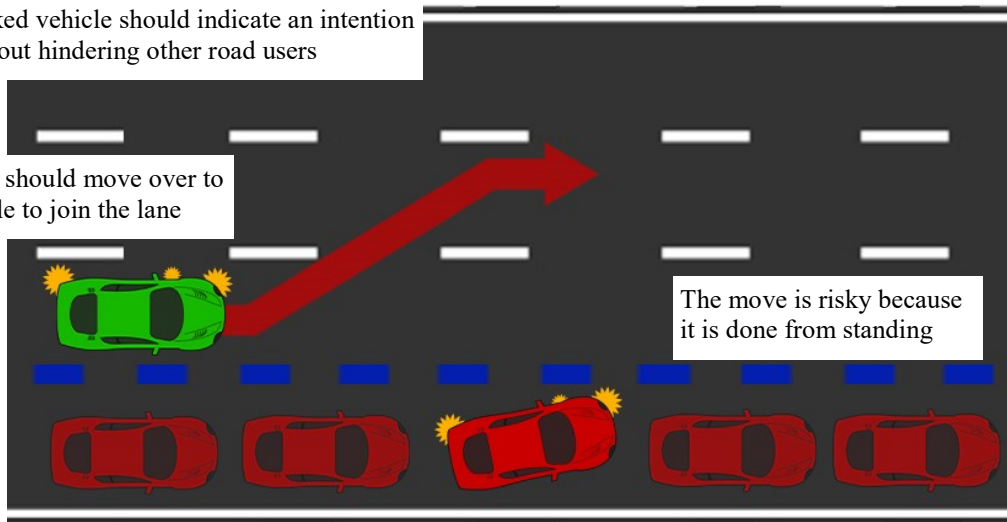


Turning. Signal well in advance so as not to inconvenience others

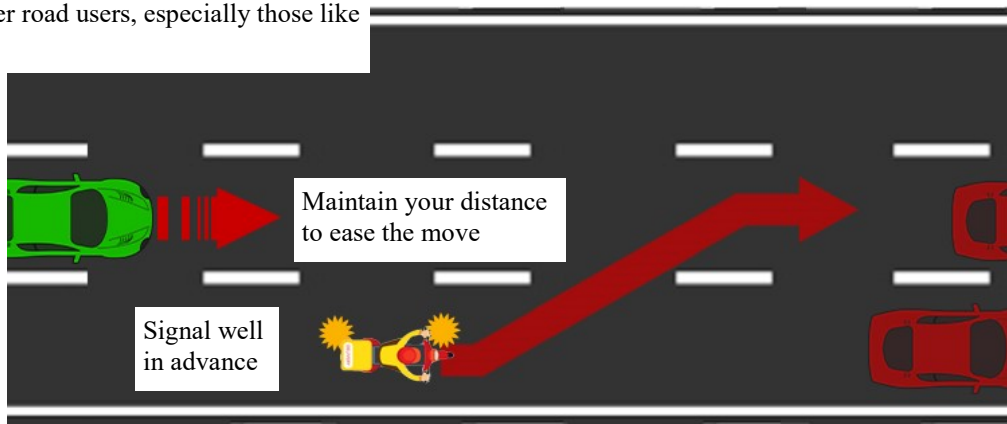


Parked: A parked vehicle should indicate an intention to pull out without hindering other road users

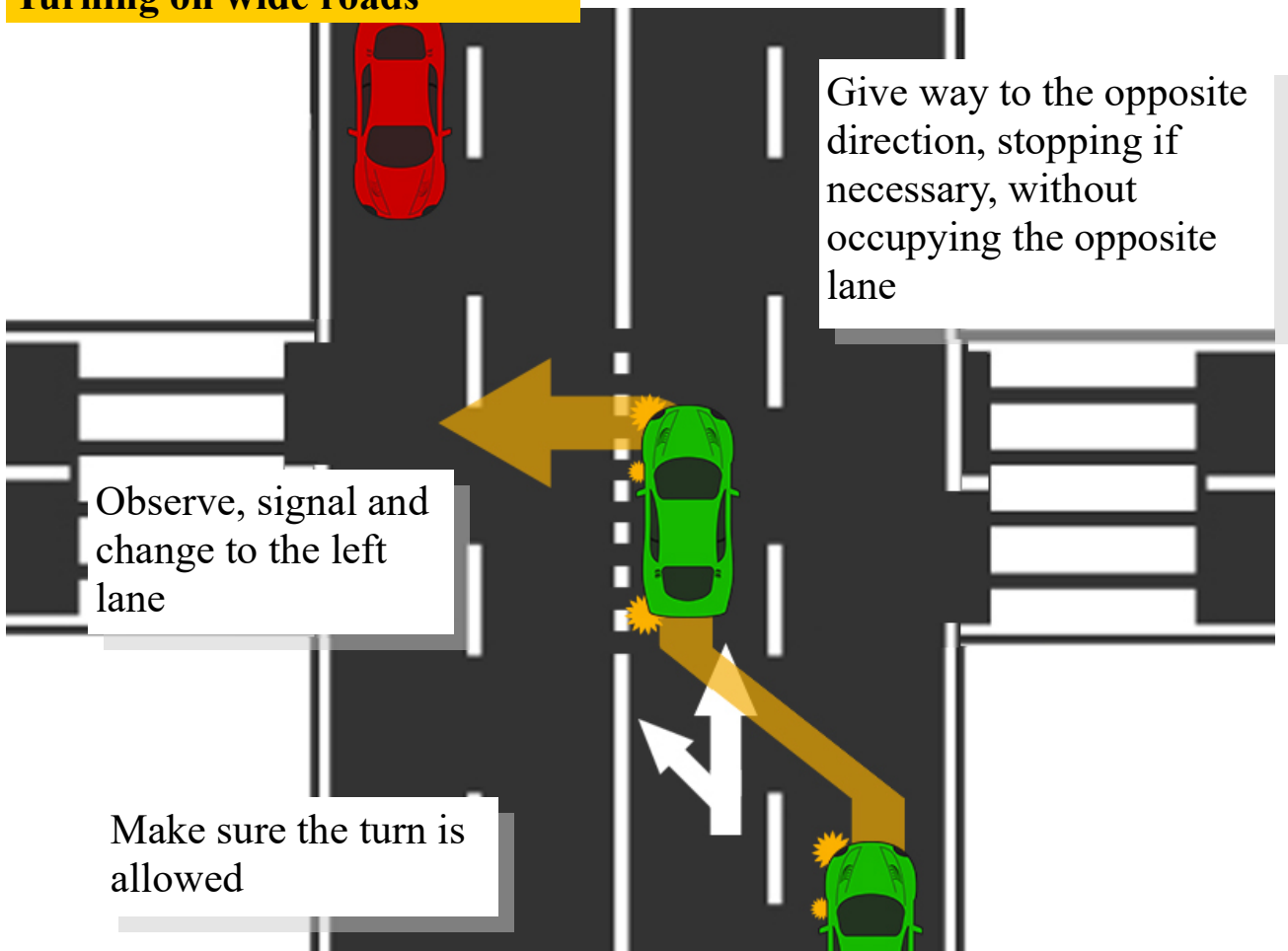
If possible, you should move over to allow the vehicle to join the lane



Changing lane. A poorly signalled lane change can surprise other road users, especially those like motorcycles



Turning on wide roads

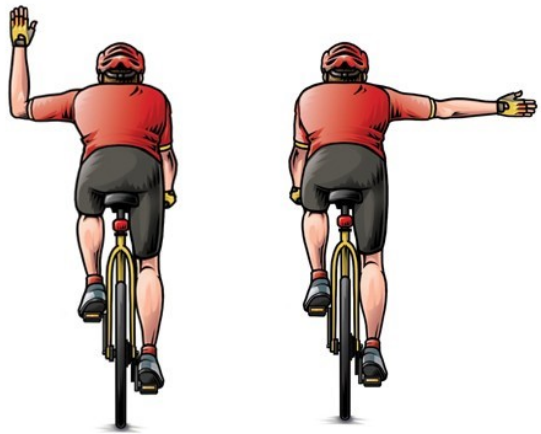


Any change of intent, direction or lane must be indicated so that other road users are able to know how to manoeuvre. The most common infractions in this sense are drivers who do not signal changing lane when overtaking, both when starting and when they rejoin the original lane, when they intend to exit a roundabout and when leaving a parking lot, the latter two being the most common infractions.

2. As a general rule, these warnings will be made using the vehicle's indicators or, failing that, with the arm (article 44.2 of the articulated text).



I intend to turn LEFT



**I intend to turn RIGHT
(two alternatives)**



**I intend to SLOW DOWN
or STOP**

The validity of those carried out with the arm will be subordinated to the fact that they are perceptible by the other road users and are carried out in accordance with the provisions of the following article, and will annul any other optical indication that contradicts them.



In case one of the signals breaks, it can be replaced by signals with the arm, which will be valid if they are done in line with regulations and as long as they are visible to other road users.

These hand signals can only be used as a temporary solution to a problem. As a general rule, you will not be able to drive the vehicle with the indicators not working, using hand signals, as the vehicle fault it is a sanctionable offence.

Article 109 Visual warnings

1. The driver must warn by means of visible signals any manoeuvre that involves a lateral or rearward movement of their vehicle, as well as their intention to stop or slow down its progress considerably. Such optical warnings shall be made sufficiently in advance of the initiation of the manoeuvre, and, if they are lights, they shall remain in operation until the end of the manoeuvre.

Remember to signal overtaking correctly using indicators when starting and finishing overtaking.

Once the manoeuvre is done, do not forget to turn off the indicator, as it is considered a minor infraction to have an indicator on without intending to make a turn or change lanes.

2. For the purposes of the previous section, the following should also be taken into account:

A) The lateral movement will be indicated using the direction indicator light corresponding to the side to which it is going to be made, or the arm, in horizontal position with the palm of the hand extended downwards, if the displacement is going to be towards the side that the hand indicates, or bent up, also with the palm of the extended hand, if it is going to be towards the opposite direction. In manoeuvres involving a sideways movement, it is this which is exclusively warned, so the warning must conclude as soon as the vehicle has adopted its new trajectory.

B) Reversing will be warned with the corresponding reversing light, if available, or, if not, extending the arm horizontally with the palm of the hand backwards.

C) The intention to stop the vehicle or to slow it down considerably, even when such events are imposed by the circumstances of the traffic, should be signalled, whenever possible, by the repeated use of the braking lights or by moving the arm alternately from top to bottom with short and fast movements.

When a vehicle is immobilised on a motorway, or in places or circumstances that significantly reduce visibility, the presence of the vehicle must be indicated by the use of the hazard lights, if available, and, where appropriate, with the position lights.

Remember that if you breakdown on the motorway and have to stop your vehicle on the hard shoulder, you must signal this by placing the emergency triangles on the road, one at the rear, or one at the rear and one at the front, according to the characteristics of the road.

If the immobilisation forces the vehicle to stop or park, the direction indicator light corresponding to the side to which it is to be carried out should also be used, if the vehicle has such a device.

3. For the same purpose, acoustic warnings may be replaced by the use of lights, even in town, using intermittently short or long-range lighting, or both alternatively, at very short intervals and so as to avoid glare.

Article 110 Acoustic warnings

1. Exceptionally or when provided for by some rules or the legislation on traffic, motor vehicle traffic and road safety, acoustic signals that are not strident, and their unmotivated or exaggerated use is prohibited.



2. Acoustic warnings can only be made by drivers of non-priority vehicles:

A) To avoid a possible collision and, especially, on narrow roads with many curves.



On narrow roads where there are often two cars and there are bends that prevent the visibility of traffic in the opposite direction, the horn is usually used to warn of our presence to approaching traffic, with the aim of reducing the speed of the other car, make them stick to the right edge and so that passing the vehicle can be done safely.

B) Out of populated areas, to warn the driver of another vehicle the purpose of overtaking.



You can sound the horn before overtaking a vehicle to inform the driver of your intention to overtake it, so that it then stays to the right edge of the road.

C) To warn of their presence to the other road users, in accordance with the provisions of article 70.

When we want to overtake, for example, several vehicles over 12 metres, it is advisable to warn them of our presence so that the drivers of these vehicles leave a greater safety distance between them that allows us to overtake safely.

Knowing that you are driving behind, on one-lane roads for each direction, when it is possible to overtake safely, the drivers of these vehicles are able to warn you by right-flashing indicators or by pointing their arm backwards and forwards. It's courtesy, not obligatory.

SECTION 2 WARNINGS FOR EMERGENCY SERVICE VEHICLES AND OTHER SPECIAL SERVICES

Article 111 General rules

Emergency service vehicles, public or private, special vehicles and special transports may use other optical and acoustic signals in the cases and under the conditions that are determined in the following articles of this section.

Article 112 Warnings of emergency service vehicles

The drivers of vehicles of the security services, fire fighters, civil protection and rescue, and health care, public or private, when they operate in emergency service, will warn of their presence in accordance with the provisions of article 68.2.



The vehicle-obstacle sign V-2 (orange beacon) can be used by any vehicle that, due to a fault or accident, needs to indicate its position on the road, making it more visible to other users.

Article 113 Warnings from other vehicles

In accordance with the provisions of article 71, drivers of vehicles intended for works or services and those of tractors and agricultural machinery and other special vehicles or transports shall notify their presence by means of the use of the light signal V-2 referred to in Article 173, or through the use of lighting as determined in the regulations governing vehicles.



In 2018 the law was changed so that all emergency service vehicles would use blue lights. Prior to this change, only the security services used blue flashing lights when responding to an emergency, now the police, Guardia Civil, fire, ambulance, and civil protection all use blue lights.

Note: The owners of these vehicles have 2 years to change to blue lights.



TITLE III OTHER RULES OF MOVEMENT

CHAPTER I Doors and engine shutdown

Article 114 Doors

1. It is forbidden to keep the doors of the vehicle open, open them before the vehicle has come to a complete stop or open them or get out of the vehicle without having previously ascertained that this does not entail danger or hindrance to other users, especially bicycles (Article 45 of the articulated text)



The boot or tailgate of the vehicle is considered another door, in certain types of boot it is prohibited to drive with it open or semi-open when transporting some type of cargo that prevents it from closing. In this case, people must place the load on the roof on a roof rack or look for another vehicle as all doors must be completely closed before starting the vehicle.

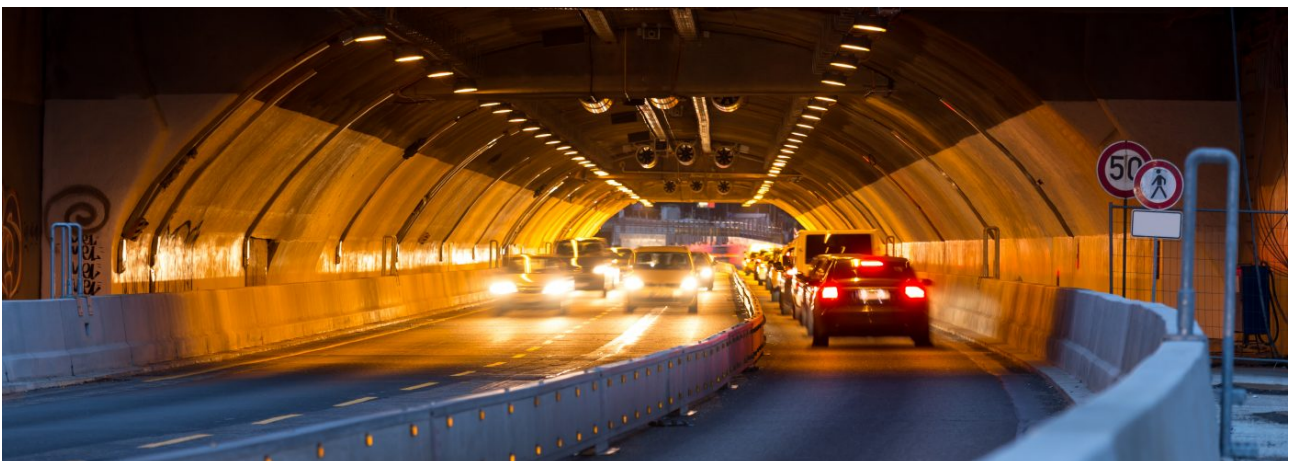
2. As a general rule, a vehicle must be entered and left on the side closest to the edge of the road and only when it is stopped.
3. Any unauthorised person should refrain from opening the doors of vehicles intended for the collective transport of passengers, as well as closing them at stops, hindering the entry of passengers.

Article 115 Engine shutdown

1. Even if the driver does not leave their position, they must stop the engine whenever the vehicle is stopped inside a tunnel or in a closed place and during fuel loading (article 46 of the articulated text).



2. Any driver who is obliged to remain with their vehicle stopped inside a tunnel or other closed place, for a period of time exceeding two minutes, must switch off the engine until they can continue their journey, keeping the position lighting on.



Inside a tunnel or inside an underground parking lot of a shopping centre, traffic jams sometimes occur, either because of an incident or by a massive influx of vehicles (sales or holidays). In these cases if we can see that the traffic is not moving we must turn off the vehicle's engine until we see that the vehicles begin to move.

Remember that not shutting down the engine but leaving at least the lights on can be a reason for sanction. We must make the car visible to other users, and turning off the engine will prevent the accumulation of toxic gases harmful to health in closed areas.

3. In order to load fuel in the tank of a vehicle, the engine must be off.



The owners of fuel distributors or employees of the latter will not be able to provide fuels for their cargo if the engine is not stopped and the lights of the vehicles are turned off, the electric systems such as the radio and the devices emitting electromagnetic radiation such as mobile telephones.

Apart from being a reason for sanction, remember that at the gas station you can be refused being served fuel if you refuel with lights on, radio on or talking on your mobile.

4. In the absence of the owners of fuel distributors or employees of the latter, the driver of the vehicle or, where appropriate, the person who will load the fuel in the vehicle must meet the same requirements established in the previous section.

CHAPTER II Seat belt, helmet and other safety elements

Article 116 Obligatory use and exceptions

1. Drivers and occupants of motor vehicles and mopeds are obliged to use the seat belt, helmet and other protective elements in the cases and conditions determined in this chapter and in the regulations governing vehicles, with the exceptions that are also fixed in said chapter, in accordance with the international recommendations in the matter and taking into account the special conditions of disabled drivers.

2. Infringements of the rules for the use of seat belts, helmet and other mandatory safety devices provided for in this chapter shall be considered as a serious matter, as established in the article 65.4.h) of the articulated text of the Law on traffic, motor vehicle traffic and road safety.

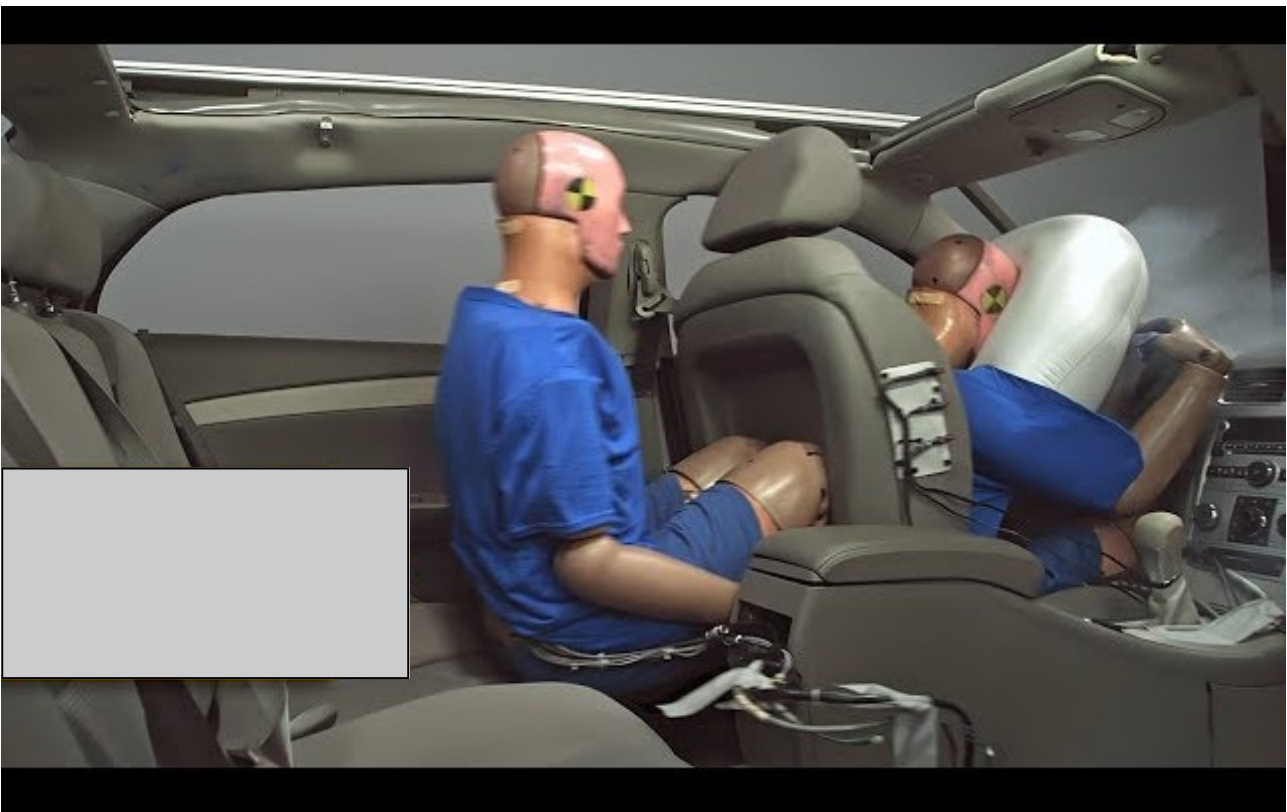
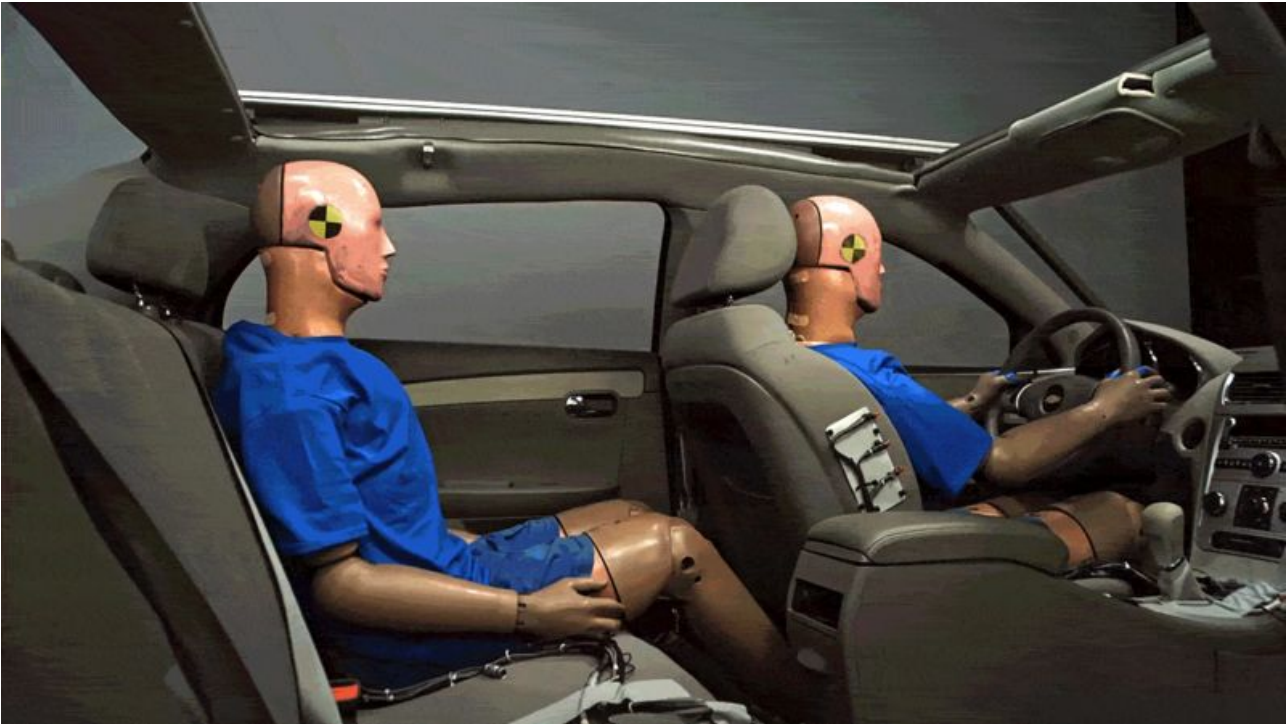
Article 117 Seat belts and approved child restraint systems

1. The driver and the occupants of vehicles will be obliged to use, correctly fastened, approved seat belts, both on urban and interurban roads. This obligation, which refers to the seat belts, will not be required in those vehicles that do not have them installed.



One of the most common infractions is the passengers located in the rear seats of the vehicle not using their seat belt. If a vehicle has seat belts, they must be used by all its occupants.

Failure to use a seat belt by rear passengers can result in serious injury to both the person not using it and the occupants located in the front seats.

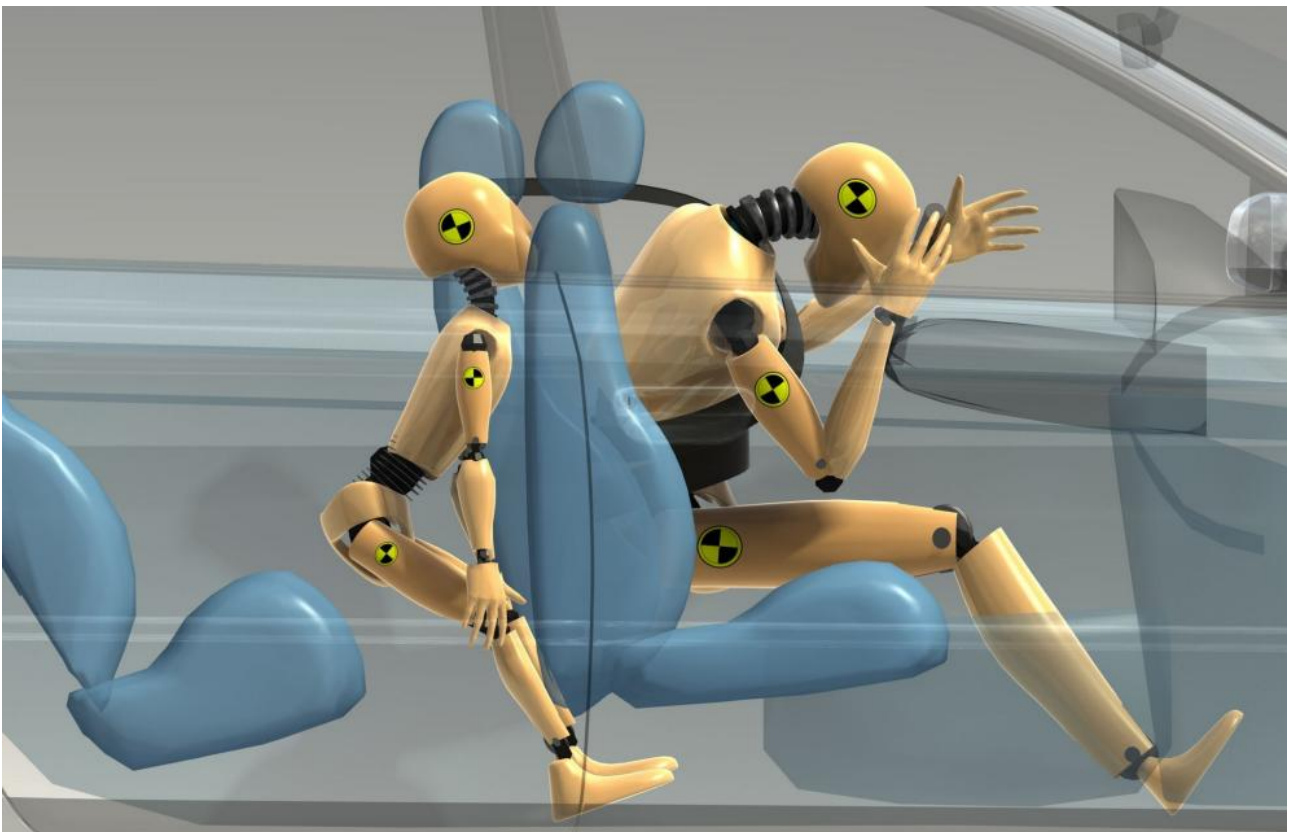
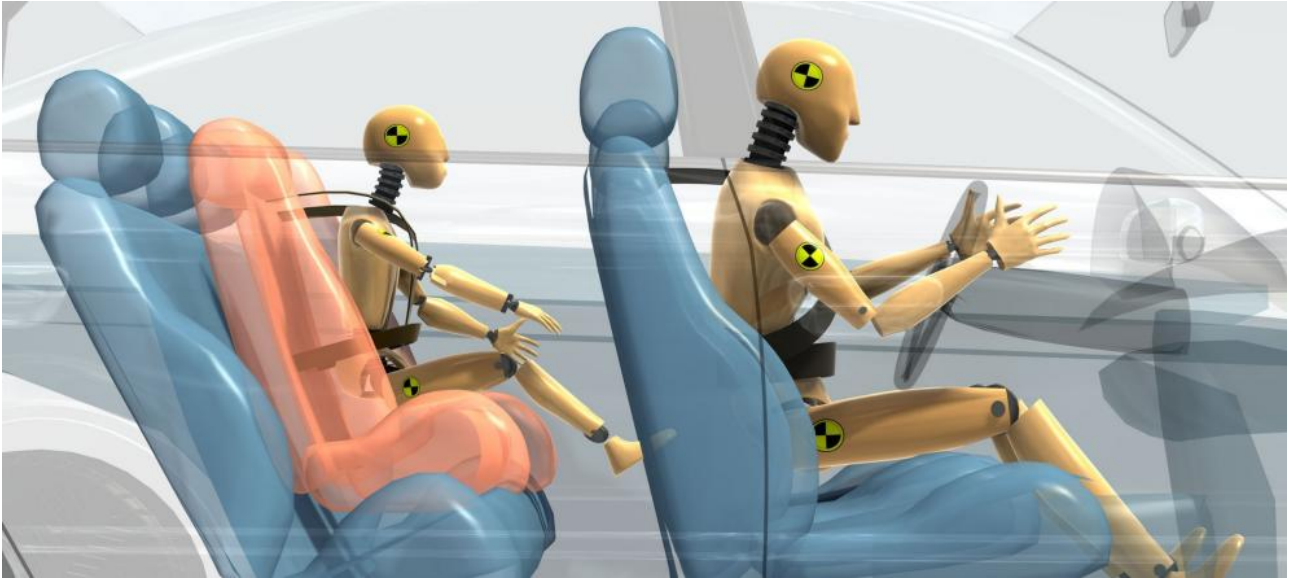


A collision at low speed could cause serious injuries to the occupants of the vehicle by them not using seat belts. In this case we can see how the passenger forcibly hits their knees against the front seat, something that could cause a serious injury.



In these other images we can see how the passenger at the rear hits the driver of the vehicle with their head, in turn displacing the front seat with their weight, producing injuries to the driver in the head and knee that could have been avoided.

CHILDREN

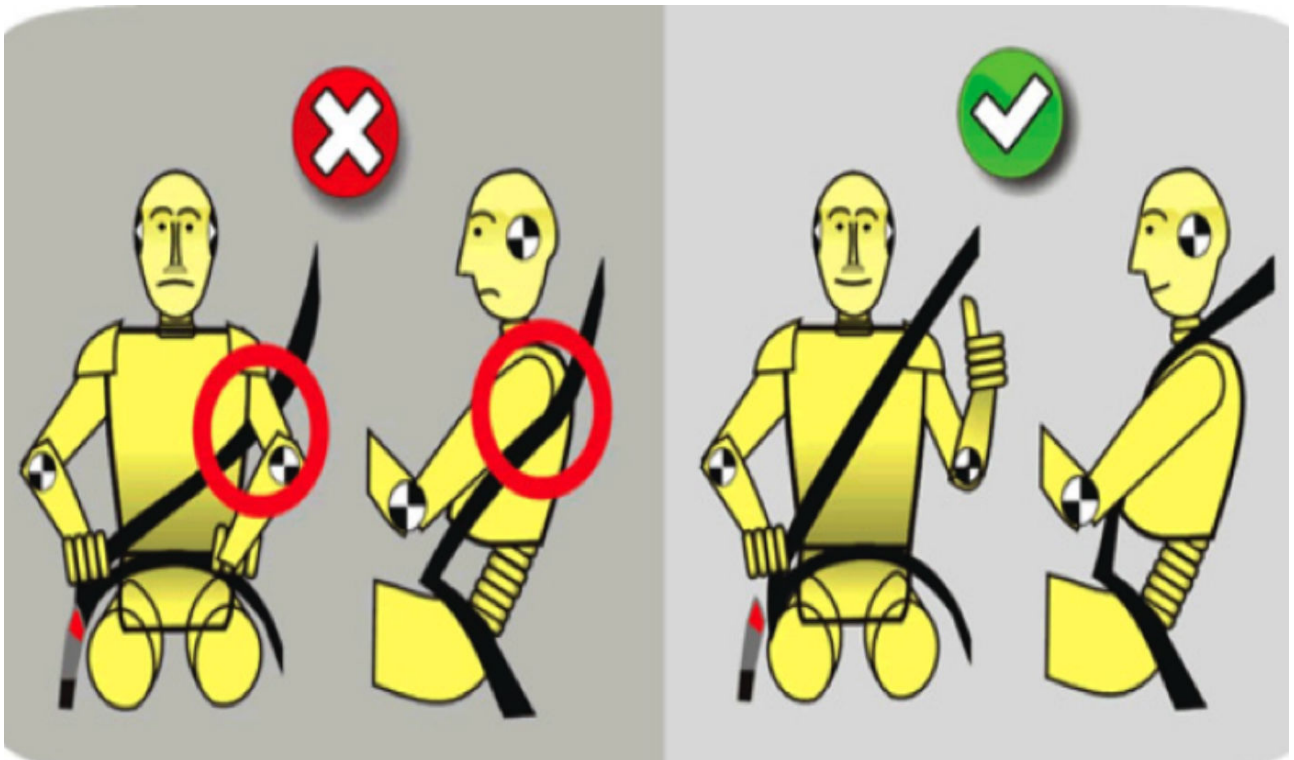




When we drive with children in the back seats we should check that they use the restraint system properly, otherwise it could cause injuries, even them being thrown out of the vehicle.



Remember that wearing a jacket or coat reduces seat belt effectiveness in case of collision. This fact is not sanctionable but it is advisable not to wear such garments whilst driving.





Some people, after securing their belts, put it under the arm, claiming discomfort. Failure to use the seat belt properly is a serious offence, since misuse causes the seat belt to be unable to perform its function, and in case of a collision the person may hit their head against the front seat or dashboard, because they only have the waist part of the seat belt restraining them, which is even more dangerous if we take into account that it may mean there is not time for the airbag to activate, and serious injuries could be caused to the face.





Those vehicles that, due to their age, do not have seat belts installed in the back seat, does not absolve the driver of the responsibility of wearing their seat belt. It is only in the positions where the seat belt is not installed that their use is not mandatory

If the owner decides to install them voluntarily, then they must use the seat belt.

It is an obligation to have rear seat belts installed in the back of all vehicles registered since 16-06-1992.

There are also vehicles that, due to their age, also lack front seat belts, in this case their installation is not mandatory either. In the photo we see a classic vehicle that lacks seat belts in the back.

In any case, children of a height equal to or less than 135 centimetres must use child restraint systems and be placed in the vehicle in accordance with the provisions of the following sections.

Table of Child Retention Systems

				
				
0	0+	1	2	3
0 to 9 Months Max weight 10kg	6-9 to 12-15 Mths Max weight 13kg	9 Mths - 4 yrs Weight 9-18kg	4 to 6 4 yrs Weight 15-25kg	6 - 11 yrs Weight 22-36kg
Rear seat Rear facing	Rear seat Rear facing	Rear seat Forward facing	Rear seat Forward facing	Rear seat Forward facing

Spanish traffic legislation does not establish the use of child restraint systems depending on the age of the child, but on weight. The ages are approximate.



Should I use the restraint seat facing forwards or backwards?

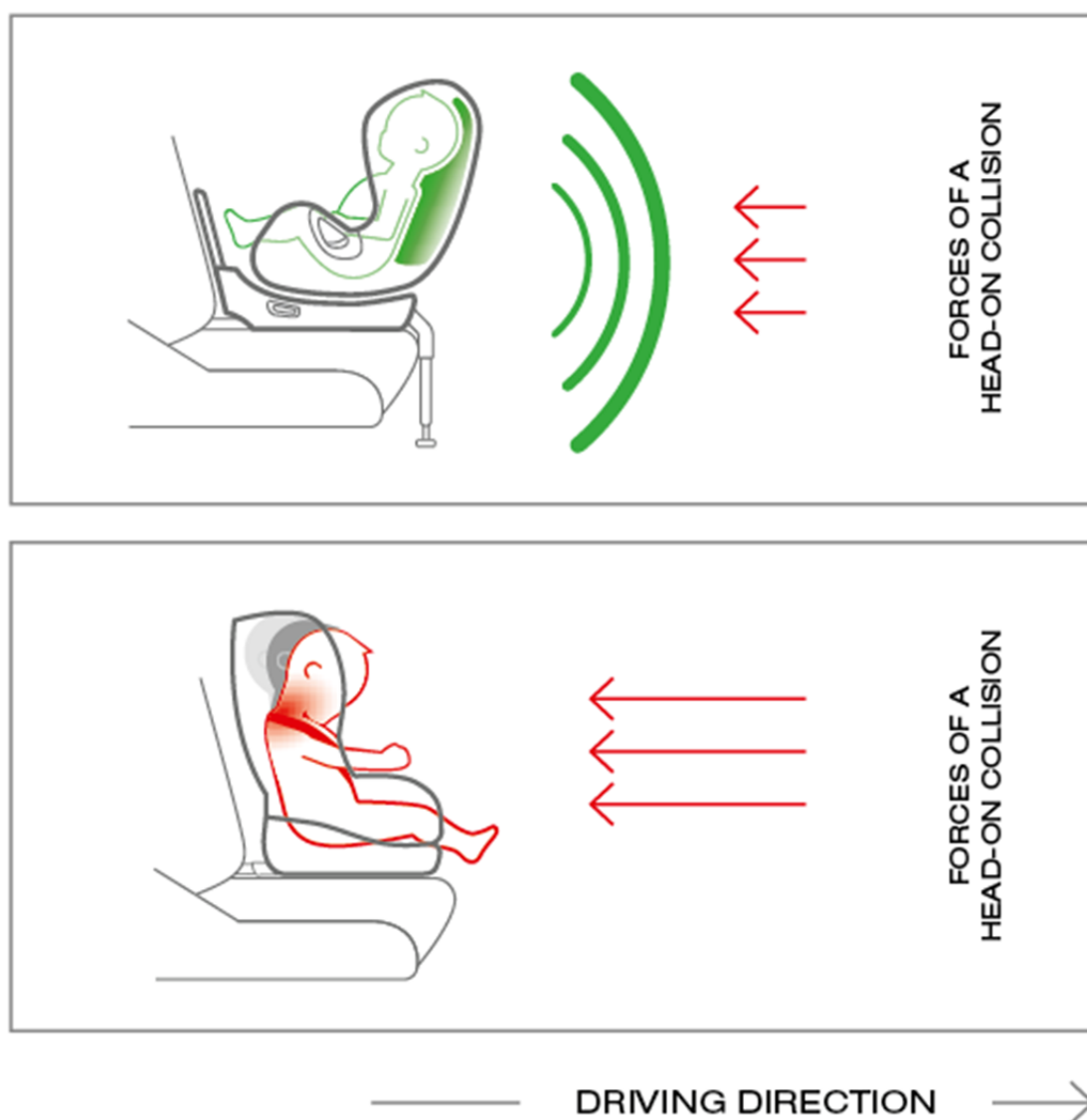
The Traffic Department advises that when the seats of groups 0 and 0+ are used (up to 13kgs), the seat should be placed facing backwards.

It has been proven that in the case of an collision, placing them rearward facing reduces the risk of serious injuries to the neck. We must take into account that at early ages babies do not have very developed muscles in the cervical area, so in the event of a crash, when in an incorrect posture, it could cause very serious injuries and even death.

The limit to carrying a child in a rear-facing seat is decided by the parents or by the height of the child, since it is not advisable that the child's feet rest on the back of the rear seat, because it could cause leg injuries in case of a collision.



REAR-FACING VS FORWARD-FACING



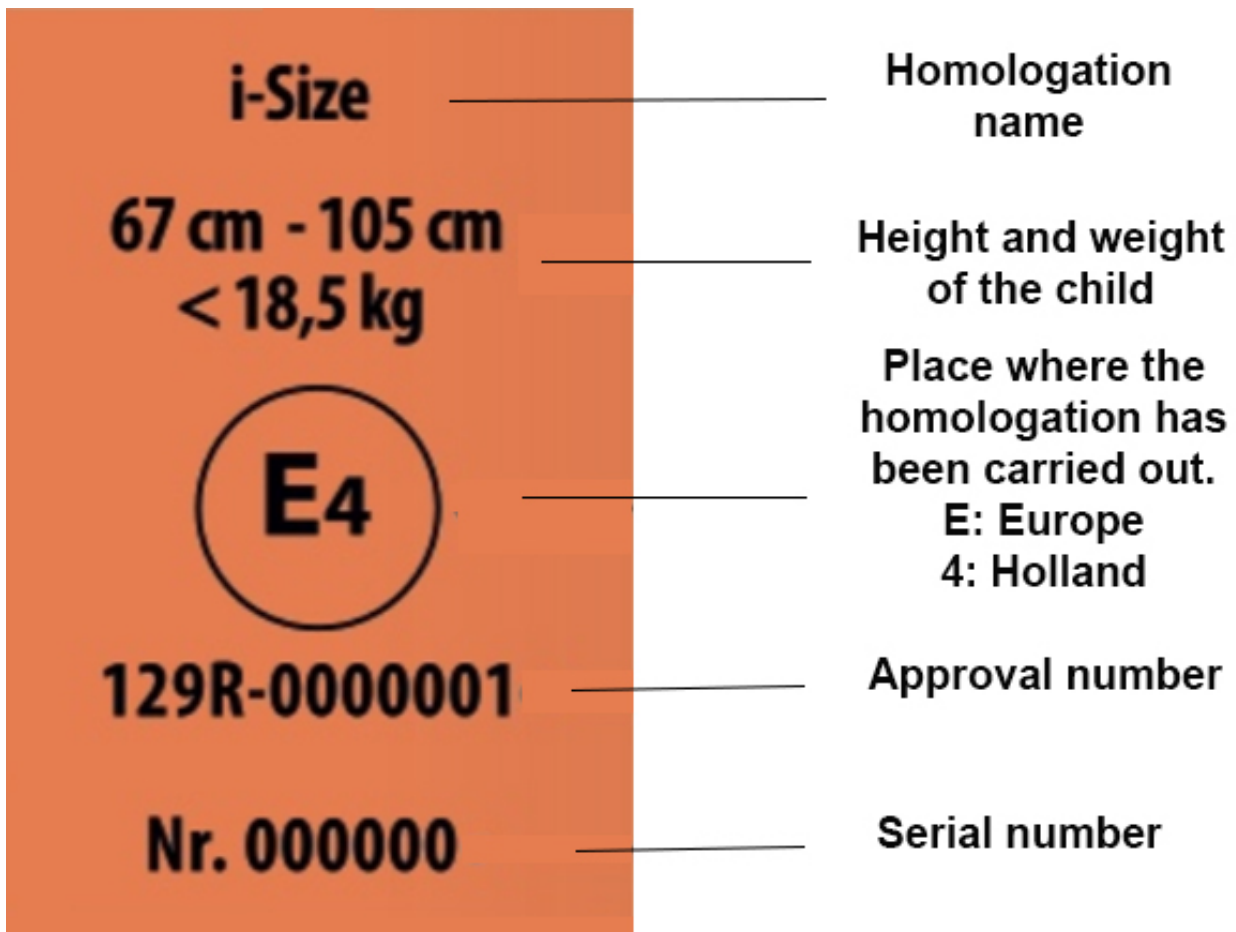


2. In vehicles with more than nine seats, including the driver, passengers will be informed of the obligation to have seat belts or other approved child restraint systems fastened by the driver, the guide or the person in charge of the group, through audio-visual means or by means of signs or pictograms, according to the model that appears in the annex IV, placed in visible places of each seat.



In these vehicles, the occupants referred to in the second paragraph of section 1 of three or more years must use approved child restraint systems properly adapted to their size and weight. When these systems are not available, they will use seat belts, as long as they are suitable for their size and weight.

3. In vehicles with up to nine seats, including the driver, the occupants referred to in the second paragraph of section 1 must use approved child restraint systems properly adapted to their size and weight.



In order to improve the safety of children's car seats and their use, and to help chose the most appropriate for height and weight, the i-Size homologation regulation has been created.

This regulation will coexist with the previous regulations, which governed the use of child seats, the ECE R44 standard, which will remain in force until a suitable time allows for it to be replaced.

It also adds new safety standards, for its official approval, among other measures, a new lateral crash test for greater protection of the child against this type of impact.

Transporting children under 135cm not using the approved restraint systems will cause the vehicle to be stopped and it will not be able to continue until it has a child restraint system.

Remember that they must be approved, check the homologation label before buying a child seat. Be well informed before buying online since in some countries outside Europe the label with "E" approval is not required and you could be acquiring a non-legalised retention system for use in Europe by not complying with the security for this territory.



These occupants should be placed in the rear seats. Exceptionally, they may occupy the front seat, provided they use approved child restraint systems properly adapted to their size and weight, in the following cases:

1. When the vehicle does not have rear seats.



2. When all the rear seats are already occupied by the minors referred to in the second paragraph of section 1.

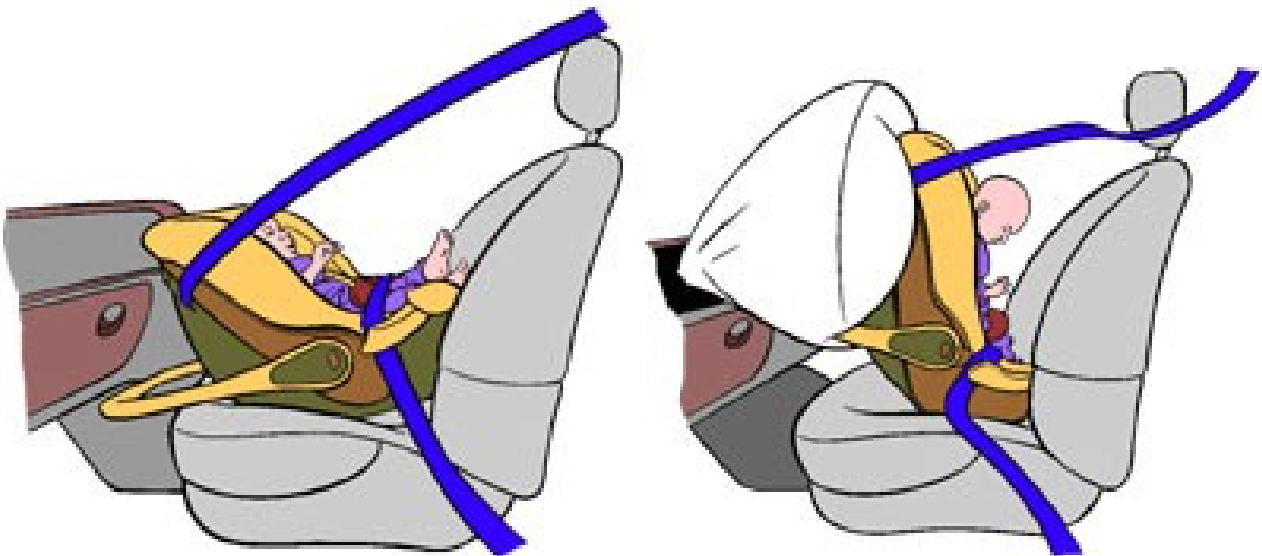


3. When it is not possible to install all the child restraint systems in aforementioned seats.





If the front seats are occupied and the vehicle has a front airbag, rear-facing restraint systems can only be used if the airbag has been deactivated.





Remember that carrying a child of 135cm (or less) sitting in the front when none of the exceptions are given will be considered a serious infraction.

4. The child restraint systems shall be installed in the vehicle always in accordance with the instructions provided by the manufacturer through a manual, brochure or electronic publication. The instructions will indicate how and in what type of vehicles can be used safely.
5. The lack of installation and the non-use of seat belts and other approved child restraint systems will be considered a serious or very serious infraction, in accordance with the provisions of article 65, sections 4.h) and 5.11), respectively, of the articulated text.





INCORRECT



Child needs a booster seat

Incorrect: Seatbelt under arm

Correct: Back all the way against the seat

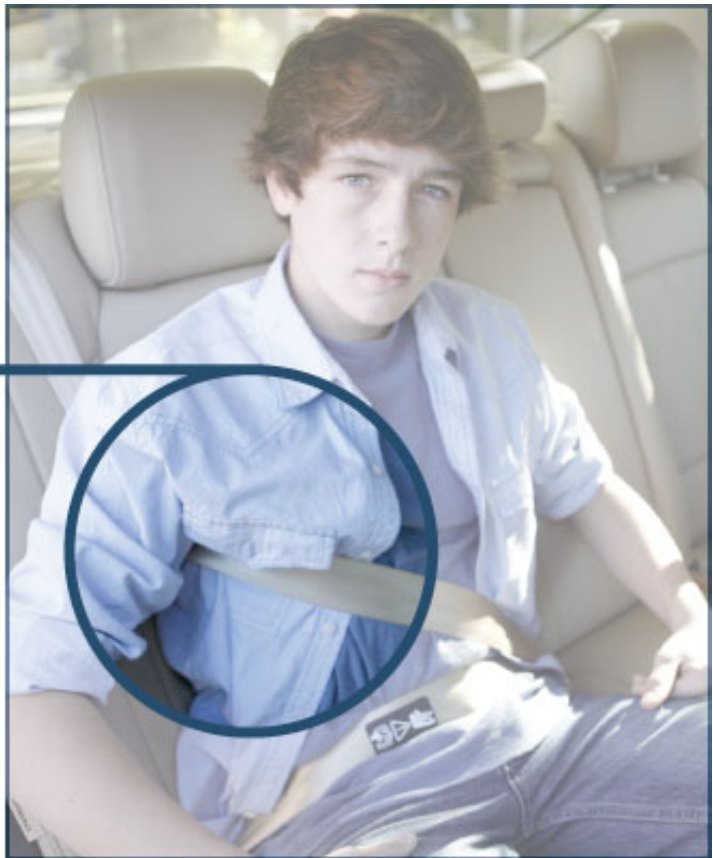
Incorrect: Knees not bent at edge of vehicle seat



INCORRECT



Incorrect: Putting the shoulder belt under an arm is dangerous and illegal



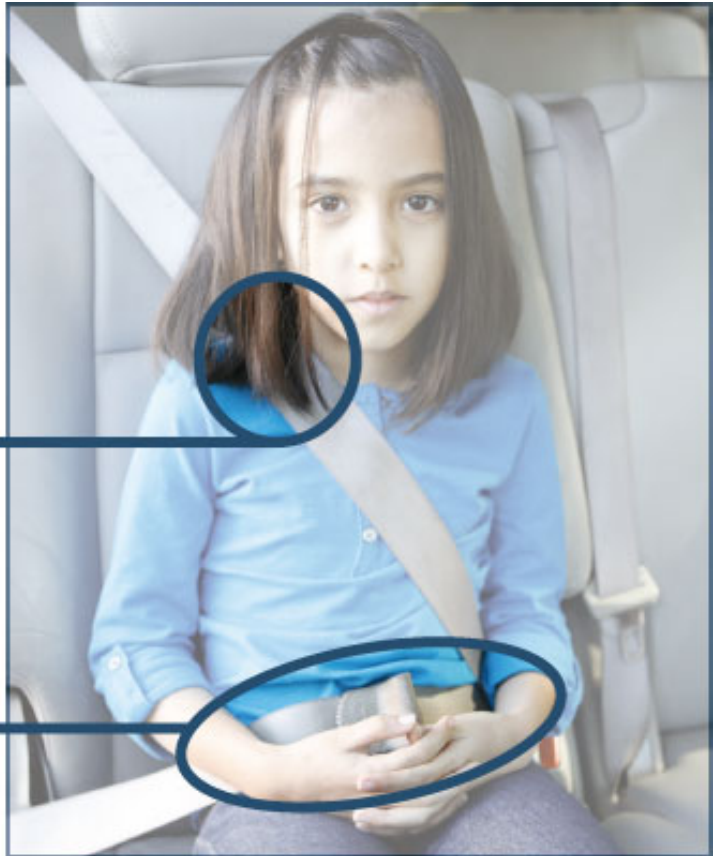
INCORRECT



Child needs a booster seat

Incorrect: Shoulder belt too close to neck

Incorrect: Lap belt too high on stomach



INCORRECT



Child needs a booster seat

Incorrect: Shoulder belt too close to neck

Incorrect: Lap belt too high on stomach

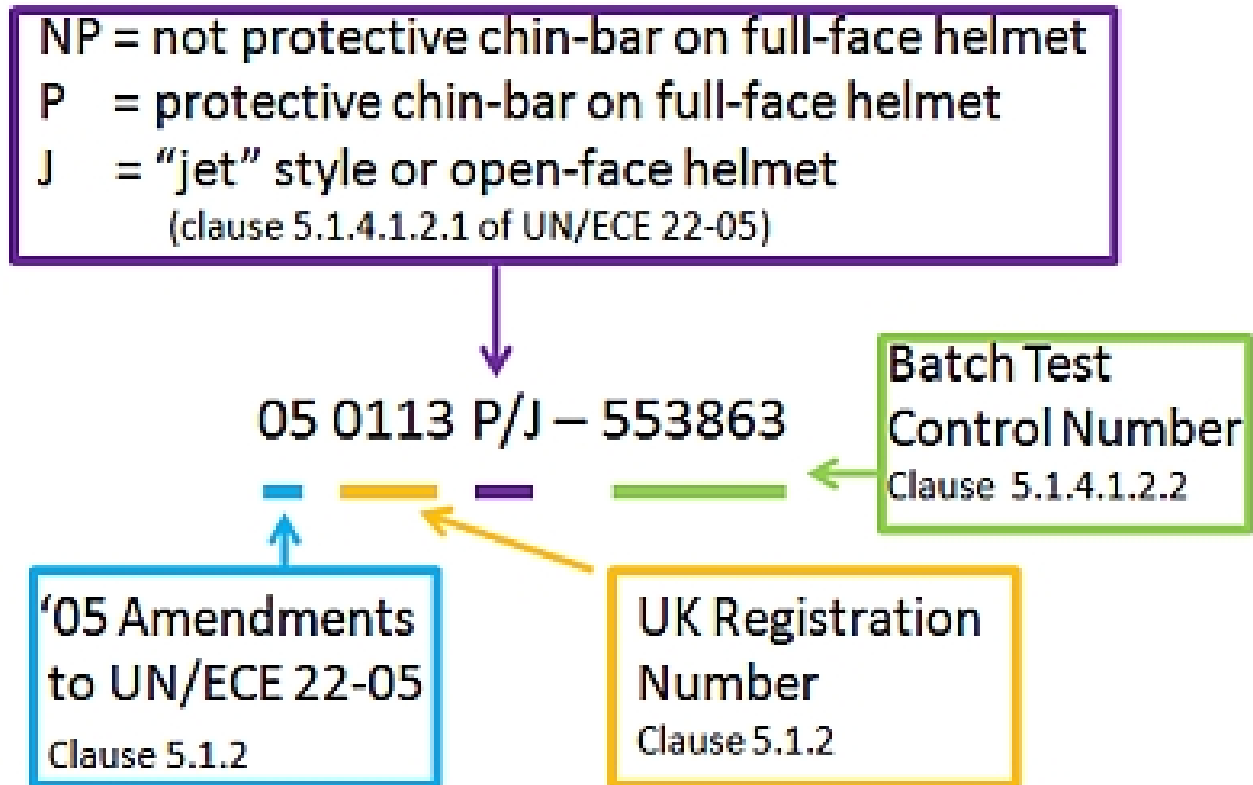




Both the badly installed retention system and the wrong use of the seat belt, as well as those people that place it under the arm, will be a sanction because if you do not make proper use of the security systems, they lose their effectiveness, that is interpreted as not being used correctly, being a reason for serious sanction.

Article 118 Helmets and other protective elements

1. Drivers and passengers of motorcycles or motorcycles with side-cars, three-wheeled vehicles and quadricycles, mopeds and special vehicles of the "quad" type, must use properly approved or certified helmets according to current legislation, when they drive in both urban and interurban roads.





Not using the helmet is considered a serious infraction that entails the withdrawal of three points off the driving licence.

Remember that if the passenger of the moped or motorcycle does not use a helmet, it is the driver who is sanctioned, although in this case, the infraction would not lead to a loss of points. The driver is considered responsible for the infraction when starting off knowing that the passenger did not use the helmet.

The fact of not wearing the helmet properly or without fastening it will be sanctioned as if not wearing it, as a serious infraction.

Remember that if, because of a breakdown perhaps, you have to push a moped on the hard shoulder you are considered a “pedestrian” so you don't have to wear a helmet if you wish. But if the problem is with a motorcycle and you have to push that on the hard shoulder, then you must use the helmet as you are deemed a driver.

Always try to use full-faced helmets that protect all of the head as there are many serious injuries from motorcycle incidents, especially in the city, as many riders think that it is not necessary to wear a full-face helmet when driving through the city and when the typical car-motorcycle collision occurs, the motorcyclist usually impacts with the vehicle hitting their head hard, first on the car, and then against the ground, causing injuries and subsequent lifelong problems that on some occasions have been demonstrated would have been minor injuries if a full face helmet had been used.

As well as the helmet, it is important to wear suitable clothing and especially gloves, since the hands are the first thing we put on the ground when we fall. We do it instinctively and the touch of the skin with the asphalt in a motorcycle crash sometimes causes injuries and scars for a lifetime. Please, although this is not mandatory, it is very advisable to wear gloves.



Using helmets not approved or manufactured for use in other vehicles such as bicycles, can cause the motorist serious head injuries since these helmets are not designed for high speed impacts.



Wearing non-full face helmets on motorcycles can have serious consequences. This rider shows us the helmet model he was wearing on the day of the crash. These models are not safe for road traffic, because in case of collision they move and do not cover the head completely, which causes injuries and scars that remain for a lifetime.





These are examples of helmets after a crash. The chafing on the visor is a consequence of them dragging along the asphalt when falling. The helmet with the broken front, which is missing a piece, is from a crash similar to that in the last picture, a front-lateral collision, motorbike and car, in which unfortunately, as always, the rider ends worse off.

Fortunately, all these people saved their lives, thanks to a proper full-faced helmet. Imagine for a moment, the consequences of these incidents with a helmet that would not have completely protected their heads.

Please, make use of full-faced helmets, the law does not force you to do so, but in the case of a crash, it can make the difference between serious injuries or death.



In summer it is very 'cool' to wear short sleeves on the bike, why wear a jacket, right? Here are some reasons. Some say that a picture is worth a thousand words, we hope you understand the importance of always being protected.

Many of the jackets that are on the market allow you to use them throughout the year, as they have a lining that warms you during the winter, and you can remove it in summer to let the air through, but the protection is the same. Drive safe, drive protected.







This biker used adequate protection and all they had to do is buy a new jacket. Fortunately, when he fell, the jacket did its job well and protected him from the asphalt.

Think that we only have one skin...





Although it is not mandatory, gloves and a good jacket are needed by a motorcyclist.

In these images you can see how the gloves ended up after a collision.

In a fall we tend to put our hands on the ground, so if we do not use gloves, we will drag our hands along the asphalt. This will cause serious injuries, even at low speeds.

Look how the hands of this biker were, even having used gloves, imagine what would have happened if he had not used them...

It's up to you...



What to Wear / What Not to Wear

HELMET:

Your most important piece of gear protects against head injury, windblast, cold and flying objects. Full face helmet recommended.

GLOVES:

Protect your hands.

JACKET & PANTS:

Long sleeves & pants protect against sunburn, road rash & windburn. Light colors or reflectives increase your visibility.

BOOTS:

Protect you against foot and ankle injuries and give you a good grip on footpegs or road surfaces.



BOTTOM LINE:

Proper riding gear protects you in the event of an accident and minimizes injuries.

© 2014
Edgar Snyder & Associates



When motorcycles, three-wheeled vehicles or quads and mopeds have self-protection structures and are equipped with seat belts and are recorded on the corresponding technical inspection card or on the moped characteristics certificate, their drivers and passengers will be exempt from wearing the protective helmet, being obliged to use the aforementioned seat belt when they travel on both urban and interurban roads.





Remember that if the motorcycle is equipped with seat belts, you should use them, but you are not forced to wear a helmet, it's optional.

You cannot use just a helmet if the motorcycle has seat belts installed. If you can, use both simultaneously.

When the manufacturer of a vehicle installs security systems, the user must make use of them. It is not an option to replace them with others.

In the image at the top we can see how both occupants correctly use the seat belt. In the image below, we see how the motorcycle rider chooses to use the seat belt, while the passenger decides to wear a seat belt and helmet.





Like bikers, cyclists should also use gloves because of the risk of a fall, we tend to rest our hands on the ground to protect ourselves and without adequate protection we can get injured.

Bicycle riders and, where appropriate, passengers will be obliged to use approved or certified helmets according to current legislation, when travelling on interurban roads, except for prolonged upward slopes, or for medical reasons that will be accredited as established in the article 119.3, or in extreme heat conditions.

Drivers of bicycles in competitions, and professional cyclists, either during training or in competition, will be governed by their own rules.

2. The installation, in any vehicle, of headrests or other elements of protection will be subordinated to fulfil the conditions that are determined in the regulatory rules of vehicles.

3. Drivers of cars, buses, vehicles for the transport of goods, mixed vehicles, non-agricultural vehicle assemblies, drivers and auxiliary personnel of pilot protection and escort vehicles must wear a reflective, high-visibility vest, certified according to Royal Decree 1407/1992, of November 20, which regulates the conditions for the commercialisation and free intra-community movement of personal protective equipment, which is included in the compulsory equipment of the vehicle, when they leave it and occupy the roadway or the hard shoulder of the interurban





Remember that if for any reason you must leave the vehicle and walk on the road you must use an approved reflective vest. It is mandatory to carry at least one in a vehicle; it is advisable to carry two in case of you frequently carrying a passenger.

Article 119 Exemptions

1. Notwithstanding the provisions of article 117, the following may drive without seat belts or other approved restraint systems:

A) Drivers when involved in a reversing or parking manoeuvre.

B) Persons with a certificate of exemption for serious or disabled medical reasons. This certificate must be presented when required by any agent of the traffic authority.

Any certificate of this type issued by the competent authority of a Member State of the European Union will be valid in Spain accompanied by its official translation.

One of the most common mistakes when travelling through Spain with a medical certificate that exempts us from the use of a seat belt or helmet for medical reasons, is that this document is written in another language, and its owner does NOT translate it into Spanish, so that when the police stop them, the officer doesn't understand it, and so cannot accept that it as valid, thus having to apply a sanction for not using it. Remember that to be valid in Spain, the certificate must be issued by a doctor and be translated into Spanish.

Remember that if you have a problem where you cannot use a seat belt or helmet, you will need an official certificate from a doctor where you specify it clearly and concisely.

In Spain there are no exemptions of a religious nature for not using a helmet, so if you are going to ride a motorcycle you should always make use it.

2. The exemption will also apply when referring to driving in populated areas, but in no case when done on motorways or conventional roads, to:

A) Taxi drivers when they are on duty. Also, when they drive in urban traffic or urban areas of large cities, they can transport people whose height does not reach 135 centimetres without using an approved restraint device adapted to their size and weight, as long as they occupy a rear seat.

B) Multi-drop distributors, when carrying out successive operations of loading and unloading merchandise in places located at a short distance from each other.

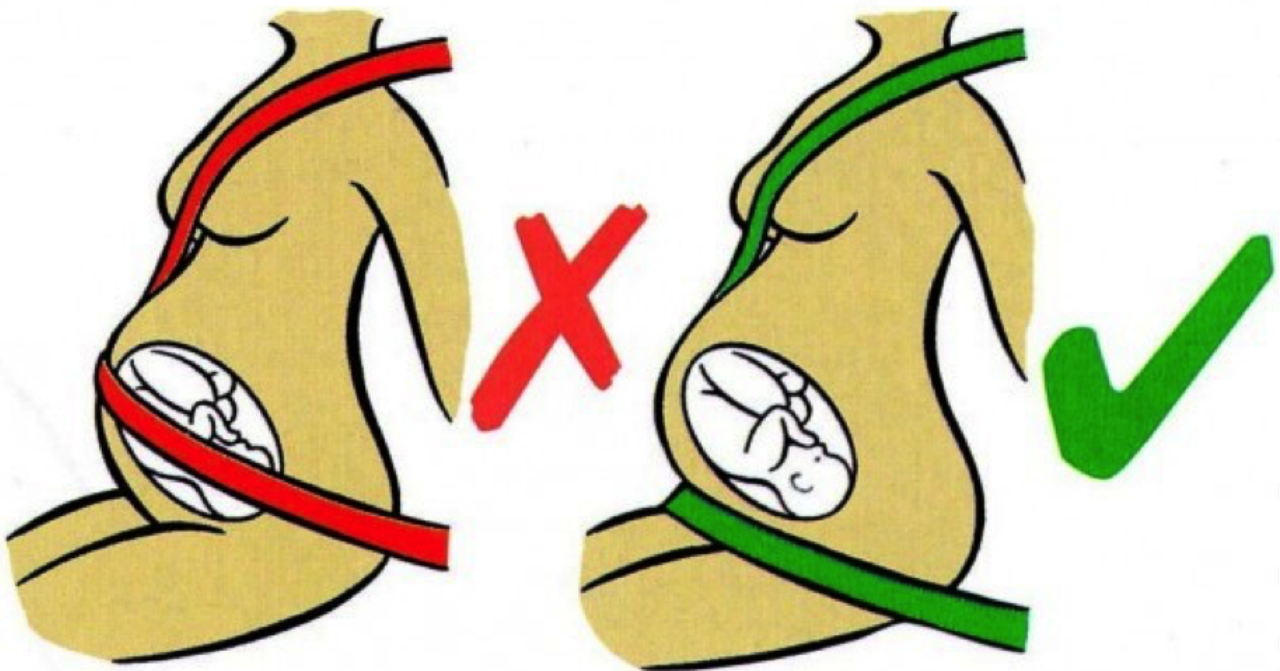
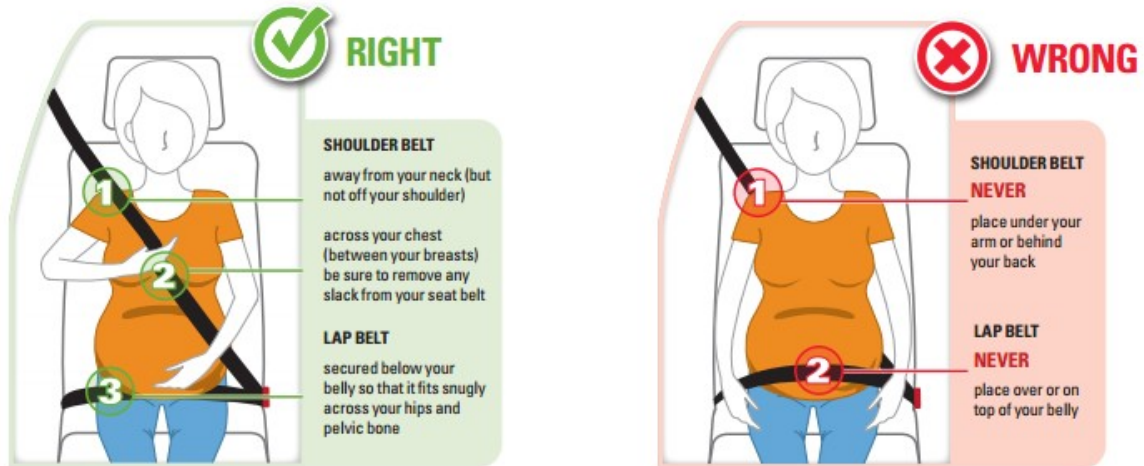
C) People who accompany a student or apprentice during the teaching of driving or aptitude tests and are in charge of the additional controls of the car, taking responsibility for the safety of the traffic.

3. Persons with a certificate of exemption for serious medical reasons, issued in accordance with the provisions of section 1.b) above, shall be exempted from the provisions of article 118.1. This certificate must state its period of validity and be signed by a collegiate member in office. You must also carry or incorporate the symbol established by current regulations.

Remember that certificates issued in Spain must incorporate a validity date, the signature of the doctor who issued it, in addition to the official symbol that exempts the person from the use of the helmet or seat belt.



WHAT'S THE RIGHT WAY TO WEAR MY SEAT BELT?



Since 2006 it is mandatory for pregnant women to use a seat belt. In these images we show you how to place it correctly.

CHAPTER III Drive and rest times

Article 120 General rules

1. It should be considered that road safety is affected by the excess of more than 50 per cent in driving times or the reduction of more than 50 per cent in rest times established in the legislation on land transport.



2. Infringements of the rules of these requirements will be considered a serious matter, as provided in article 65.5.h) of the articulated text.

CHAPTER IV Pedestrians

Article 121 Movement in pedestrian zones. Exceptions

1. Pedestrians are obliged to use pavements and pedestrian zone, except when there isn't one or it is not practical; in such cases, they may use the hard shoulder or, failing that, the roadway, in accordance with the rules that are determined in this chapter (article 49.1 of the articulated text).



In these images you can clearly see the difference between using the reflective vest or not. The vest makes us more visible to other users. This allows approaching vehicles to see us better, thus enabling them to reduce speed, and leave sufficient space so that overtaking can be made safely. It is advisable to use it, both day and night.

2. However, even if there is a pedestrian zone, provided that the necessary precautions are taken, the following may use the hard shoulder or, if it does not exist or is not passable, the road:

A) Someone who carries a bulky object or pushes or drives a small vehicle that does not have an engine, if its movement in the pedestrian zone or on the hard shoulder could be a significant hindrance to other pedestrians.



B) Any pedestrian group led by a person or forming a procession.



C) A disabled person who travels in a wheelchair with or without a motor, at walking pace.



3. All pedestrians must travel on the pavement on the right-hand side in relation to the direction of their movement, and when they move on the pavement or left-hand-side they should always give way to those around them and should not stop in a way that prevents others from passing them, unless it is inevitable in order to cross a pedestrian crossing or board a vehicle.



If the street or road you are walking on does not have a pavement or hard shoulder, you should pass as close as possible to the wall or the edge, and if possible facing the traffic, in this way you can see the approaching vehicles in front of you. Nowadays there are many distractions at the wheel, and unfortunately, sometimes vehicles partially or fully invade the hard shoulder.

To walk facing oncoming vehicles will allow us to have a longer reaction time in case that, for some reason, a vehicle invades the area where we are walking. Remember that you cannot use the hard shoulder of a road if there is a nearby pedestrian area, which is in good condition.

4. Those who use skateboards, roller skates or similar devices that can't travel on the road, except in the case of dedicated zones, roads or parts of roads that are specially designed for them, can only move at walking pace on pavements or residential streets duly indicated with the sign regulated in article 159, without under any circumstances being allowed to be towed by other vehicles.





Remember that on the road, their use is strictly prohibited, and in the pedestrian zones of the city, if they are not prohibited by the municipal rules of the city, they can only be used at a speed comparable to a person's pace. Keep in mind, that if you are going to use them at night and you have to use them in the street, if they do not have the corresponding luminous signs at the front and back, then you will not be able to use them on public roads.

5. The movement of all types of vehicles must not, under any circumstances, be carried out on pavements and other pedestrian areas.

Ask the Local Police of your municipality about the legislation regarding the vehicle that you intend to use on public roads such as an electric scooter, scooter, segway ... The City Councils are beginning to regulate the use of these new gadgets on their public roads, so it is advisable to inform yourself of its restrictions or limitations of use before using it.

Article 122 Walking on the road or the hard shoulder

1. Out of populated areas, in all routes covered by the law, and in sections of town included in the development of a road that does not have space specially reserved for pedestrians, as a general rule, walking will be done on the left (article 49.2 of the articulated text).

2. Notwithstanding the conditions of the previous section, pedestrian traffic will move to the right when circumstances arise that justify it for safety reasons for all involved.

3. In town, pedestrians may move on the right or on the left, depending on the specific circumstances of traffic, road or visibility.

4. Notwithstanding the conditions of paragraphs 1 and 3, those who push or drag a two-wheeled cycle or moped, handcarts or similar devices, any group of pedestrians directed by a person or forming a group or a cortege and the disabled who move in a wheelchair should always move on the right. All of the above must obey the signals addressed to the drivers of vehicles: those of the agents and traffic lights, always; the others, as far as they are applicable.

5. The movement on the hard shoulder or roadway will be done with prudence, without unnecessarily obstructing the movement, and approaching as much as possible to the outer edge of those. Except in the case that they form a cortege, they must march one after another if the safety of the movement so requires, especially in cases of low visibility or high density of vehicle traffic.

6. When there is a shelter, pedestrian zone or other suitable space, no pedestrian must remain stopped in the road or on the hard shoulder, even if they are waiting for a vehicle, and to board, they can only get in when it is at the correct position.



7. When perceiving the optical and acoustic signals of priority vehicles, they should clear the road and remain in shelters or pedestrian zones.
8. Driving on residential streets duly marked with the signal S-28 regulated in article 159 will conform to the requirements of the signal.



Article 123 Walking at night

Outside populated areas, between sunset and sunrise or in meteorological or environmental conditions that significantly reduce visibility, all pedestrians, when moving along the road or hard shoulder, must be equipped with a luminous or retro reflective element approved and responding to the technical requirements contained in Royal Decree 1407/1992, of November 20, which regulates the conditions for the commercialisation and free intra-community movement of personal protective equipment, which is visible at a minimum distance of 150 metres for drivers approaching them, and groups of pedestrians led by a person or forming courtship should also have, on the side closest to the centre of the roadway, the lights needed to determine their location and dimensions, which should be white or yellow at the front and red at the back and, where appropriate, may constitute a single set.



In these images it can be seen that at night, when not wearing any reflective garment, we are only visible to drivers at very short distances, which causes dangerous situations which can lead to us being hit.





By using a reflective band we will make ourselves visible to vehicles at a sufficient distance so that we can move forward safely. In the previous images, we can see the difference between wearing it or not. Pedestrians are the most vulnerable road users, let's make ourselves visible!



Article 124 Pedestrian crossings and crossing roads

1. In areas where there are pedestrian crossings, those who want to cross the road must do so precisely, without doing so in the vicinity, and when such steps are taken, the following rules should also be observed:



We see a pedestrian crossing in the middle of the street, when at 50 metres there is a pedestrian crossing regulated by traffic lights.

A) If the crossing has traffic lights for pedestrians, their instructions should be obeyed.



Pedestrians who do not respect the red light at a pedestrian crossing may be sanctioned by the competent authority.

B) If there is no traffic light for pedestrians but the movement of vehicles is regulated by an agent or traffic light, they will not enter the road while the signal of the agent or the traffic light allows vehicles to drive through.



C) In other pedestrian crossings marked by the corresponding road marking, although they have priority, pedestrians should only enter the road when the distance and speed of the approaching vehicles allow them to do so safely.



When crossing a pedestrian crossing, we must verify that the approaching vehicles have seen us and are slowing down to give way to us. Then we can proceed to cross.

Please, never start crossing if you are not sure if drivers have noticed your presence and are going to give way.

Pedestrians, when in doubt, please wait.

2. To cross the road outside a pedestrian crossing, pedestrians must make sure that they can do so without risk or undue obstruction.



3. When crossing the road, they must walk perpendicular to the axis of the road, not delay or stop on the road unnecessarily and not hinder the passage of others.
4. Pedestrians may not cross squares and roundabouts on the road, and must go around them.

On roads where footbridges are installed there are frequent occurrences of pedestrians who want to shorten their journey by crossing the road instead of using these footbridges. When the installation of a footbridge is planned, it is because it has been verified that there is a high risk of crossing that road at that location, thus giving pedestrians greater safety. If a footbridge is installed, please use it.



Remember that if there is a walkway or crossing next to you, you could be sanctioned for crossing in an improper place.

Please, use crossings.

Article 125 Rules relating to motorways (autopistas y autovías)

1. The movement of pedestrians on motorways is prohibited, except in the cases and conditions determined in the following sections.



Drivers of vehicles travelling on motorways must ignore the requests for passage received in any section of them, including the esplanades of toll stations.



'Hitch-hiking' is forbidden, and the driver of the vehicle that stops to pick up people who were trying to hitch-hike, will be sanctioned.

2. If in case of incident, breakdown, physical discomfort of the occupants or other emergency, a vehicle has to be immobilised on a motorway and it is necessary to request assistance, the nearest distress post will be used, and if the road is not equipped with this service the driver may require the help of others, without any of the occupants of the vehicle having to cross the road.

3. The occupants or servers of the vehicles of the emergency or special services may walk on the motorways whenever it is strictly indispensable for the provision of the corresponding service and adopt the appropriate measures so as not to compromise the safety of any road user.



CHAPTER V MOVEMENT OF ANIMALS

Article 126 General rules

In the roads subject to the legislation on traffic, motor vehicle traffic and road safety, only the movement of working animals, cargo or saddles, heads of cattle in herd or flock will be permitted, when there is no route available for livestock and provided they are supervised by someone. This transit should be carried out by the alternative route that has less intensity of movement of vehicles and in accordance with what is established in this chapter (article 50.1 of the articulated text).



The animals will always be accompanied by a person, who will be responsible for guiding them, as well as monitoring their safety. They must meet the standards set for the animals, when crossing or using the road.



You can see three different types of signs, all indicate that the road you are travelling on is a road where you may find animals crossing the road and that they have priority over vehicles. In these sections, the speed is usually limited to avoid collisions.



Article 127 Special rules

1. The animals referred to in the previous article must be guided, at least, by a person over 18-years-of-age, capable of mastering them at all times, which will observe, in addition to the rules established for drivers of vehicles that may be affected, the following guidelines:

A) They should not invade the pedestrian zone.

B) Draft cargo or saddle animals or loose cattle should move on the right side shoulder, and if they have to use the road, they will approach as close as possible to the right edge of it; by exception, it is permitted to drive only one of these animals on the left side, if reasons of greater security so advise.



C) Animals driven in herds will cross as close as possible to the right edge of the road and so that they never occupy more than the right half of the road, divided into groups of moderate length, each of which should be with at least one accompanying person and sufficiently spaced out to interrupt movement as little as possible; in the case that they encounter other cattle that travel in the opposite direction, their guides will ensure that the crossing is made as quickly as possible and in areas of sufficient visibility, and, if circumstantially this could not have been achieved, they will take precise precautions so that the drivers of the vehicles that eventually approach can stop or reduce the speed in time.

D) They will only cross the roads through authorised and marked passageways or other places that meet the necessary safety conditions.



E) If moving at night on an insufficiently lit road or under meteorological or environmental conditions that significantly reduce visibility, their driver or drivers will have the necessary number of lights to specify their location and dimensions on the side closest to the centre of the road. The lights should be white or yellow at the front, and red at the back, and, where appropriate, they may constitute a single set.

F) In constrictions, intersections and other cases in which the respective trajectories intersect or cut off, priority should be given to vehicles, except in the cases contemplated in Article 66.

2. It is forbidden to leave animals without supervision on any type of road or in its vicinity, provided that there is a possibility that they may cross the road.





The responsibility for the custody of the animals rests exclusively with the owner, and the corresponding responsibilities deriving from the damages caused by them in the event of an incident, for not having properly watched and cared for them.

In the first photo, we can see some horses that escaped from a farm covering several kilometres until the police intercepted them.

In the second photo, you can see how the horses from a farm, have gone to the road to graze, which is dangerous. In these cases the owner must fence the farm where they are to avoid them escaping. Both photographs show negligent behaviour in the care of the animals, which can lead to an incident and corresponding civil or criminal liabilities against the owner of the animals.

Article 128 Rules relating to motorways (autopistas y autovías)

The movement of animals through motorways is prohibited (article 50.2 of the articulated text).

Said prohibition includes the driving of animal-drawn vehicles.



CHAPTER VI

Behaviour in case of emergency

Article 129 Obligation to help

1. Users of the roads who are involved in a traffic incident, are witnesses to one, or have knowledge of one, are obliged to assist or request assistance to attend to the victims, if any, provide their collaboration to avoid further danger or damage, to restore, as far as possible, the security of the road and clarify facts (article 51.1 of the articulated text).



"Omission of the duty of help" is considered a crime in the Penal Code article 195, with penalties of up to four years in prison in some cases. Do not forget that the obligation to help in an incident is not only those involved, but also the people who are witnesses or have knowledge of it. This obligation ceases at the moment in which the victim is assisted by someone. In an incident you must communicate your data and those of your vehicle to the people involved and / or the agents of the authorities. Failure to provide them will be grounds for serious sanctions. Remember that if there are no serious injuries and you are clear how the incident occurred and who is responsible, it will be enough to make a standard report, as long as the vehicles are not blocking the road.

After the incident, if there are no victims, it is clear how it happened and the cars can move, you must do so to a safe area to restore traffic movement and prevent a new incident from occurring. If not, you must signal the incident with the use of emergency triangles. Before you do this, do not forget to put on your reflective vest. If passengers get out of the car and walk along the road, it avoids them being hit. Never be outside the vehicle without using the reflective vest if the vehicle is on the road. Avoid using the hard shoulder to fill in a report, wait until you are in a safe area.



The most common error when a traffic incident happens is not using high-visibility vests, which makes us more visible to other road users, and the poor signalling of the accident.

In the photo we can see how one of the people involved in the incident, is helping the victim, but forgot to put on their high-visibility vest, but put the emergency triangle next to them. The purpose of the triangle is to warn drivers who are approaching that an incident has occurred, so they can moderate their speed or even stop their vehicle. If we place the triangle next to the incident, it is not fulfilling its function of warning in advance.

Adding to that, as seen in the image, it is night; we are putting ourselves in danger, not correctly signalling the incident or making our presence visible on the road.

Remember the rule P.A.S (Protect-Advise-Help).

2. Every road user involved in a traffic incident must, wherever possible:

A) Stop so as not to create a new danger to others.



If you have not been injured and it is possible to move the vehicles, please do not let them get in the way. Do not forget to wear the vest whenever you are on the road.

B) Get a general idea of the circumstances and consequences of the incident, which will allow others to establish an order of priority, according to the situation, with respect to the measures to be taken to guarantee the safety of other road users, help the victims, provide their identity and collaborate with the authority or its agents.

C) Endeavour to restore or maintain the safety of the road and if it becomes apparent that any person had been killed or seriously injured or the authority or its agents had been warned, avoid modifying of the scene and of fingerprints or other tests that may be useful to determine responsibility, unless this would harm the safety of the injured or other road users.

D) Provide the wounded with the most appropriate aid, according to the circumstances, and, especially, seek medical assistance from the services that exist for that purpose.

E) Notify the authorities or its agents if it becomes apparent that any person had been injured or killed, as well as remain or return to the incident site until their arrival, unless authorisation had been given to leave the place or should lend help to the wounded or yourself being cared for; it would not be necessary to notify the authority or its agents, nor to remain at the scene, if only minor injuries have occurred, the safety of others is restored and none of the persons involved in the incident request it.



If you have to report an incident and you need an ambulance, police or fire department. Use the 112 emergency phone number. English speaking operators will assist you, they will pass the information to the nearest emergency services.

IMPORTANT - PLEASE READ THIS CAREFULLY

Directions for use of the European Accident Statement

GENERAL NOTES

THE OBJECT OF THIS FORM IS TO GET A STATEMENT OF THE FACTS OF THE ACCIDENT AGREED BY EACH DRIVER.

The Continental driver will also have a similar form in his own language and it does not matter which one is completed, **BUT you must ensure that you keep either the original or the copy of the completed form to send to your insurer.**

(e.g. a Frenchman may fill in his part of his own form in French, leaving you to complete your part of his form in English – you will know what the questions mean by looking at your own form).

INSTRUCTIONS

AT THE SCENE OF THE ACCIDENT

1. Get details of all witnesses before they leave. Complete question 5.
2. Preferably using a ballpoint pen, complete fully either the blue or the yellow part of the Agreed Statement of Facts (you will need to refer to your insurance certificate, green card and driving licence).
3. When you are satisfied with the accuracy of the statement, sign it and have it signed by the other driver (15).
4. Don't forget to –
 - (a) mark clearly under (10) the point of initial impact.
 - (b) put a cross (X) in each appropriate square on your side of (12) and state the total number of spaces marked with a cross.
 - (c) draw a plan of the accident location (13) showing all the information indicated.

UNDER NO CIRCUMSTANCES ALTER ANYTHING ON THE AGREED STATEMENT OF FACTS AFTER COMPLETION

WHEN YOU RETURN HOME

1. FULLY COMPLETE the Motor Accident Report on the back of the English version of the Agreed Statement of Facts.
2. Send the completed Agreed Statement of Facts and Motor Accident Report immediately to your insurer.

SPECIAL NOTE

This form may be used even if no other vehicle is involved, for example: own damage, theft, fire, injury to pedestrian, etc.

KEEP THIS FORM (AND A BALLPOINT PEN) IN YOUR CAR

No unauthorised reproduction without prior written approval of CEA, holder of copyright. Any alteration or amendment of this document without prior CEA authorisation may give rise to legal action.

PRINTED BY LONSDALE BUSINESS FORMS LTD. (01933) 228855

**European
Accident Statement**

don't get angry

be polite

keep calm

see directions for use

ACCIDENT STATEMENT

Sheet 1/2

1. Date of accident	2. Time	3. Locality: Country: _____	Place: _____	4. Injury(ies) even if slight no ☐ yes ☐
5. Material damage other than to vehicles A and B objects other than vehicles no ☐ yes ☐		6. Witnesses: names, addresses, tel.: _____		
VEHICLE A				
6. Insured/policyholder (see insurance certificate) NAME: _____ First name: _____ Address: _____ Postal code: _____ Country: _____ Tel. or E-mail: _____				
7. Vehicle Make, type: _____ Registration N°: _____ Country of registration: _____				
8. Insurance company (see insurance certificate) NAME: _____ Policy N°: _____ Green Card N°: _____ Insurance Certificate or Green Card valid from: _____ to: _____ Agency (or bureau, or broker): _____ NAME: _____ Address: _____ Country: _____ Tel. or E-mail: _____ Does the policy cover material damage to the vehicle? no ☐ yes ☐				
9. Driver (see driving licence) NAME: _____ First name: _____ Date of birth: _____ Address: _____ Country: _____ Tel. or E-mail: _____ Driving licence n°: _____ Category (A, B, ...): _____ Driving licence valid until: _____				
10. Indicate the point of initial impact to vehicle A by an arrow →				
11. Visible damage to vehicle A:				
14. My remarks:				
15. Signatures of the drivers				

VEHICLE B				
6. Insured/policyholder (see insurance certificate) NAME: _____ First name: _____ Address: _____ Postal code: _____ Country: _____ Tel. or E-mail: _____				
7. Vehicle Make, type: _____ Registration N°: _____ Country of registration: _____				
8. Insurance company (see insurance certificate) NAME: _____ Policy N°: _____ Green Card N°: _____ Insurance Certificate or Green Card valid from: _____ to: _____ Agency (or bureau, or broker): _____ NAME: _____ Address: _____ Country: _____ Tel. or E-mail: _____ Does the policy cover material damage to the vehicle? no ☐ yes ☐				
9. Driver (see driving licence) NAME: _____ First name: _____ Date of birth: _____ Address: _____ Country: _____ Tel. or E-mail: _____ Driving licence n°: _____ Category (A, B, ...): _____ Driving licence valid until: _____				
10. Indicate the point of initial impact to vehicle B by an arrow →				
11. Visible damage to vehicle B:				
14. My remarks:				
15. Signatures of the drivers				

12. CIRCUMSTANCES

Put a cross in each of the relevant boxes to help explain the drawing

1. parked/stopped

2. leaving a parking place/ opening the door

3. entering a parking place

4. emerging from a car park, from private ground, from a track

5. entering a car park, private ground, a track

6. entering a roundabout

7. circulating a roundabout

8. striking the rear of the other vehicle while going in the same direction and in the same lane

9. going in the same direction but in a different lane

10. changing lanes

11. overtaking

12. turning to the right

13. turning to the left

14. reversing

15. encroaching on a lane reserved for circulation in the opposite direction

16. coming from the right (at road junctions)

17. had not observed a right of way sign or a red light

18. state number of boxes marked with a cross

13. Sketch of accident when impact occurred

1. The layout of the road - 2. By arrow the direction of the vehicle A, B - 3. The position of the line of impact - 4. The road signs - 5. Signs of the vehicle or marks

Remember that the official document to be filled out in the event of an incident is called "Amicable Agreement" or "European Accident Statement". It is available in all the languages of the European Union, ask your insurer for a copy.

It is not a mandatory document, but it is advisable to take it in the car. Do not forget, that you have a period of 7 days from when the incident occurs, to send a copy to your insurance company. You must sign it at the bottom and do not forget to mention all the passengers of the vehicle, as well as the witnesses, if any. If you do not agree on any of the points of the amicable agreement, or that the opposing party does not provide their driver's licence, or the insurance company of their vehicle, please request the presence of the police to verify the documentation.

F) In all cases, the identity of the driver must be shared with other people involved in the incident, if requested. When only material damage was caused and an affected part was not present, appropriate measures must be taken to provide, as soon as possible, the name and address, either directly or, failing that, through the agents of the authority.

G) Vehicle data must be provided to other people involved in the incident, if requested.



Remember that in case of an incident, you must provide your data and those of your vehicle, to the other road users involved in the incident.

If you do not agree on who is responsible for the incident or you have doubts, do not enter into discussions with the other road users. In these cases, the police should be notified. They will study the case and decide on the responsibility of the incident.

3. Except in the cases in which it becomes obvious that help is not necessary, any user of the road that warns that a traffic incident has occurred, as long as they are not involved in it, must complete, as far as possible, the requirements established in the previous section, unless the authority or its agents appear at the scene.

Article 130 Immobilisation of the vehicle and shedding the load

1. If, due to incident or damage, the vehicle or its load obstructs the road, the drivers, after properly signalling the vehicle or the obstacle created, should take the necessary measures for it to be removed in the shortest possible time, they must remove it from the road and place it in compliance with parking regulations whenever feasible (article 51.2 of the articulated text).

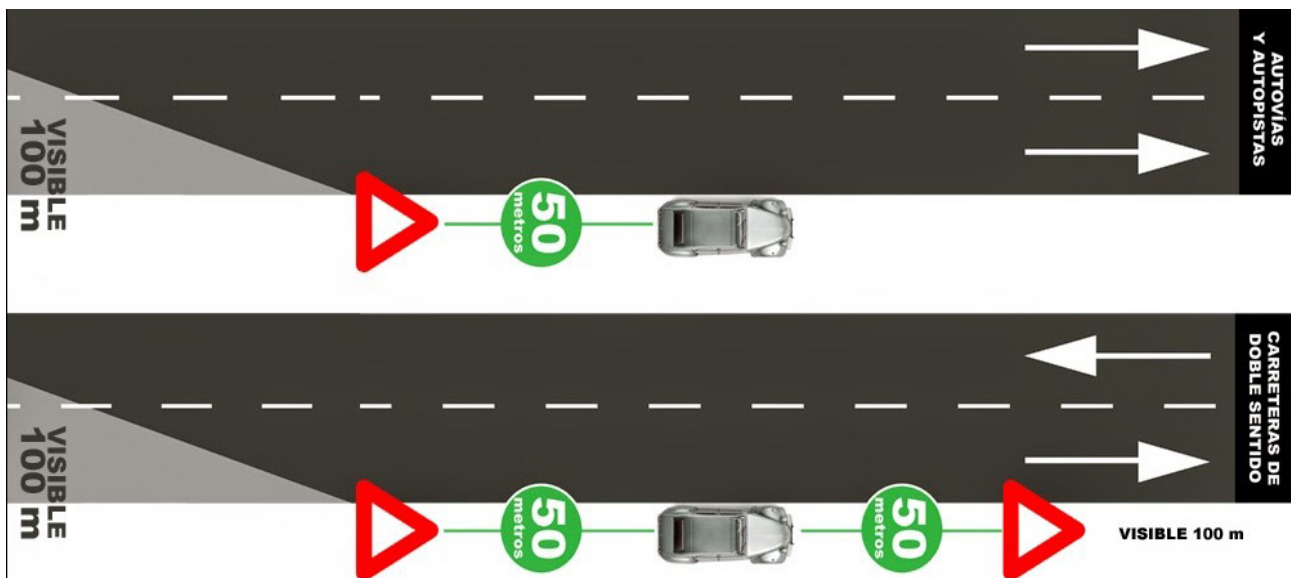


The image shows how one of the drivers places the triangle to signal the incident. That distance is not enough, remember that the triangle must be at least 50 metres from the vehicle and be visible from 100 metres.

2. In any case of emergency, whenever a vehicle is immobilised on the road or its load has fallen on it, the driver or, as far as possible, the occupants of the vehicle will try to move the aforementioned somewhere which causes the least obstruction to traffic, for which they may use, where appropriate, the hard shoulder or median; likewise, they will adopt the appropriate measures so that the vehicle and cargo are removed from the road in the shortest possible time.

3. In the cases referred to in the previous section, without prejudice to turning on the emergency light if the vehicle bears it and, where appropriate, the position and clearance lights, while the road is left clear, all drivers must use the regulatory hazard warning devices to warn others of this circumstance, unless the traffic conditions do not allow it. Such devices should be placed, at least 50 metres away and in such a way that they are visible from at least 100 metres by the approaching drivers, one hazard warning in front and one behind the vehicle or cargo. On single-way roads, or more than three lanes, the installation of a single device, located at least 50 metres away to the rear, in the aforementioned manner, will suffice.



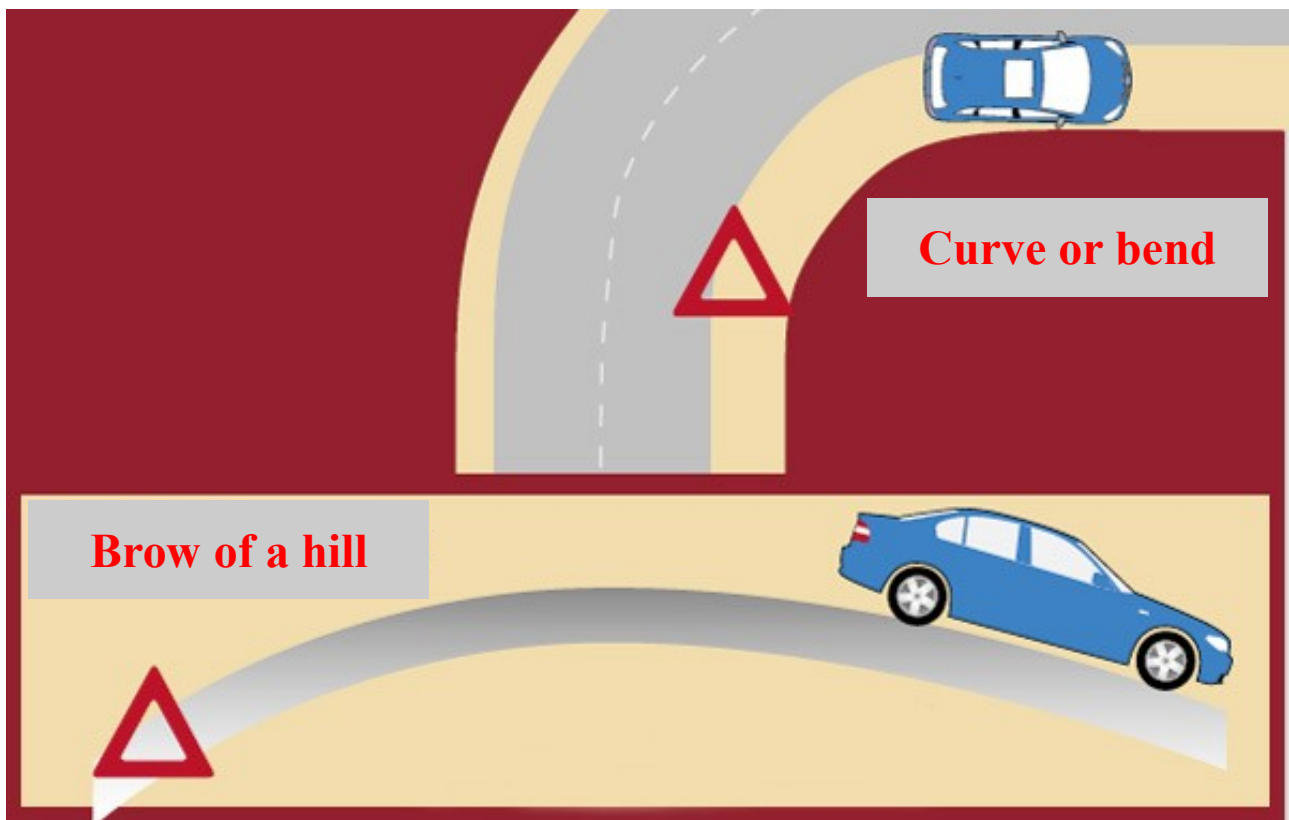


When traffic flows in one direction, such as on a motorway or dual carriageway, only one triangle is required, 50 metres behind the stricken vehicle, visible from 100 metres.

When traffic flows in two directions, such as on a conventional road, two triangles are needed, one at the back and one at the front, 50 metres from your vehicle and visible from 100 metres.



In addition, although the law requires placing only one triangle when the direction of traffic flows in one direction, it is advisable to place the two at 100 and 50 metres respectively.



Do not forget that if the fault or incident occurs after a curve or change of gradient, you must place the triangle before the curve or hump (visible from 100 metres remember), so as to warn drivers to take special care.

4. If it is necessary to ask for help, the nearest distress post should be used, if the road has one; otherwise, it may be requested from other road users. In any case and as long as it is possible, no one should cross the road.
5. The towing of an incident or damaged vehicle must only be carried out by another vehicle specifically designed for this purpose. Exceptionally, and always considering safety conditions, towing by other vehicles will be allowed, but only to the nearest place where it can be conveniently immobilised and as long as it doesn't obstruct traffic. In no case will said exception be applicable on motorways or carriageways.





Only breakdown trucks that have this sign at the front, are authorised to perform the rescue of vehicles on the roads.



The towing of a vehicle by the other is only allowed exceptionally and to the nearest place that is sufficiently safe to leave it there until assistance comes.



Remember that "A-frames" are not allowed in Spain, since as a general rule you cannot tow a vehicle, so you can only tow vehicles using approved trailers.

Remember when we said that A-Frames are not permitted in Spain. This is the sort of trailer which must be used.



6. When the emergency occurs in a vehicle intended for the transport of dangerous goods, specific rules will also apply.

TITLE IV SIGNAGE

CHAPTER I General rules

Article 131 Concept

Road signs are the set of signals and orders of traffic agents or circumstantial signs that modify the normal way of using the road and signs of fixed beaconing, traffic lights, vertical traffic signs and road markings, intended for users of the road and whose aim is to warn and inform them or to order or regulate their behaviour within good time in certain circumstances of the road or traffic.



Article 132 Obedience of signs

1. All users of the routes covered by the law are obliged to obey the traffic signs that establish an obligation or a prohibition and adapt their behaviour to the message of the rest of the regulatory signs that are in the roads through which they move.

For these purposes, when the sign imposes an obligation to stop, the driver of the vehicle will not be able to resume movement, and must remain stopped until they have fulfilled the requirements established by the signage.



"Stop" Sign; How long should I stop at a stop sign? You must completely stop the vehicle and once done, you can commence movement again once the way is clear. There is no set of specific time you must remain stopped for. On motorcycles the stop is considered done once the vehicle is stopped, and the biker puts one foot on the ground.

The vehicles that use dynamic tolls or electronic tolls must be provided with the technical means that enable their use under operating conditions (article 53.1 of the articulated text).





When you arrive at a toll, you should pay attention to the toll symbols, they are; manual payment, with card, and electronic toll collection and enter the entrance for the option you have chosen to continue the journey. The act of entering the wrong lane and having to back out will be a cause for sanction. It is not possible to make use of an electronic toll booth unless a payment device is installed in the vehicle.

2. Except for special circumstances that justify it, users must obey the prescriptions indicated by the signs, even when they seem to be in contradiction with the rules of behaviour in movement (article 53.2 of the articulated text).

3. Users must obey the indications of the traffic lights and vertical traffic signs immediately to their right, above the road or above their lane, and if they do not exist in the aforementioned locations and intend to turn left or continue in front, those that are located immediately to the left.

If there are traffic lights or vertical traffic signs with different indications to the right and to the left, those who want to turn left or continue straight ahead should only obey those immediately to their left.

CHAPTER II Priority between signals

Article 133 Order of priority

1. The order of priority between the different types of traffic signs is as follows:

A) Signs and orders of traffic agents.



B) Circumstantial signalling that modifies the normal way of using the road and signs of fixed beaconing.



C) Traffic lights.



D) Vertical traffic signs.



E) Road markings.



2. In the event that the prescriptions indicated by different signs appear to be in contradiction to each other, the priority will prevail, according to the order referred to in the previous section, or the most restrictive, if it is signs of the same type (article 54.2 of the articulated text).

CHAPTER III FORMAT OF THE SIGNALS

Article 134 Official catalogue of road signs

1. The official catalogue of road signs must comply with the provisions of international regulations and recommendations in this area, as well as with the basic regulations established for this purpose by the Ministries of the Interior and Development.
2. The catalogue specifies the form and meaning of the signs and, where appropriate, their colour and design, as well as their dimensions and placement systems.
3. The signs that can be used on the roads subject to the legislation on traffic, motor vehicle traffic and road safety must comply with the standards and specifications established in this regulation and in the official catalogue of traffic signs.
4. The form, symbols and nomenclature of the signs, as well as the documents that make up the official catalogue of traffic signs, are those listed in Annex I.

CHAPTER IV APPLICATION OF SIGNALS

SECTION 1 GENERALITIES

Article 135 Application

Any sign will be applied to the entire width of the roadway by the drivers who are authorised to use the road, which is who it is applies to. However, its application may be limited to one or more lanes, by markings on the road.

Article 136 Visibility

In order to make them more visible and readable at night, road signs, especially hazard warning and regulatory signs, must be illuminated or provided with reflective materials or devices, as provided in the basic regulation established for these purposes by the Ministry of Development.

Article 137 Registrations

1. To facilitate the interpretation of signals, an inscription may be added in a rectangular complementary panel placed below them or inside a rectangular panel containing the signal.
2. Exceptionally, when the competent authorities deem it appropriate to specify the meaning of a signal or a symbol or, with respect to regulatory signals, limit its scope to certain categories of users of the road or to certain periods, and the necessary indications by means of an additional symbol or figures in the conditions defined in the official catalogue of traffic signs, an inscription will be placed below the sign, in a rectangular complementary panel, without prejudice to the possibility of replacing or completing those inscriptions by means of one or several expressive symbols placed on the same plaque.

In the event that the sign is placed on a fixed or variable message poster, the inscription that refers to it may be located next to it.

Article 138 Language of signage

The written indications that are included or accompany the signalling panels of the public roads, and inscriptions, will appear in Castilian language and, in addition, in the official language of the autonomous community recognised in the respective statute of autonomy, when the signal is located in the territorial scope of said community.



The population centres and other place names will be designated in their official name and, when necessary for identification purposes, in Spanish.



In parts of the country this article is not respected because they only have traffic signals in the language of the autonomous community (Valencian, Galician, Catalan or Basque) when it should also be in Spanish.

SECTION 2 RESPONSIBILITY FOR SIGNALING IN THE ROADS

Article 139 Responsibility

1. It is the responsibility of the road user to maintain the best possible safety conditions for driving and to use and conserve the suitable signals and road markings. It is also their responsibility to get prior authorisation for installing other traffic signs. In case of emergency, authoritative agents may install circumstantial signals without previous authorisation (article 57.1 of the articulated text).

The National Roads in Spain are the state-owned roads, managed by the Ministry of Public Works and which, together with the State Highways and Motorways, form the so-called State Roads Network.



The Road Network of the Autonomous Communities, are part of the Road Network of Spain and are all the roads running fully within the Comunidad Autonoma area, and which are not owned by the Government.

Toll Motorways

The toll roads, although they are owned by the Ministry of Development and are part of the State Roads Network, are operated under concession by private or a mixture of companies.

The origin of the roads, at "0" kilometre, is the Puerta del Sol in Madrid.



2. The authority in charge of traffic regulation will be responsible for the circumstantial signalling due to the contingencies of the traffic and the variable signalling necessary for its control, in accordance with the highway legislation (article 57.2 of the articulated text). In this regard, it is the responsibility of the autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for traffic regulation determination of classes or sections of roads that must have circumstantial or variable signalling or other means of surveillance, regulation, control and telematic traffic management; that of the characteristics of the physical and technological elements that have the purpose of assisting the traffic authority; the installation and maintenance of the signage and physical or technological elements, as well as the determination at all times of the uses and messages of the variable message panels, without doubting of the competencies that, in each case, may correspond to the drivers.

3. The responsibility for signalling road works carried out on the roads subject to the legislation on traffic, motor vehicle traffic and road safety shall correspond to the bodies that carry them out or to the contracted companies. The road users are obliged to follow the instructions of the personnel assigned to the regulation of the passage of vehicles in said works, according to the requirements of article 60.5.

When the works are carried out by successful bidders or entities other than the owner, these, prior

to its start, will be communicated to the autonomous Central Traffic Authority or, where appropriate, to the regional or local authority responsible for traffic, which will dictate the instructions that are appropriate in relation to the regulation, management and control of traffic.

4. The execution of construction work without prior authorisation of the owner of the road will be governed by the provisions of the highway legislation or, where applicable, the municipal regulations (article 10.1 of the articulated text).

The realisation and signage of works that violate the instructions issued will be considered a serious infraction, in accordance with the provisions of the article 65.4.f) of the articulated text of the Law on traffic, circulation of motor vehicles and road safety. Please note that the reference to article 65.4.f) must be understood as made to article 65.4.d), as established in the final provision third of this Regulation, introduced by section ten of the single article of the RD 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

Article 140 Signalling of road works

Road works that hinder road traffic in any way must be marked, both day and night, and luminously marked during the night hours, or when the weather or environmental conditions so require, by the director of the work, according to the regulation established for these purposes by the Ministry of Development.

When road works sections are marked, the road markings will be yellow. The following vertical signs will also have the yellow background:



A) The warning signs of danger P-1, P-2, P-3, P-4, P-13, P-14, P-15, P-17, P-18, P-19, P -25, P-26, P-28, P-30 and P-50.

Señales de peligro



B) Regulatory signals R-5, R-102, R-103, R-104, R-105, R-106, R-107, R-200, R-201, R-202, R-203, R-204, R-205, R-300, R-301, R-302, R-303, R-304, R-305, R-306, R-500, R-501, R-502 and R-503.

Señales de reglamento y prioridad



C) The indication signs: all lane and orientation signs.

Señales de indicación



Its meaning will be the same as that of the equivalents that are used when there are no works.

The shape, colour, design, symbols, meaning and dimensions of the signs of road works are those that appear in the official catalogue of road signs. The form, symbols and nomenclature are also included in Annex I of this regulation.

Article 141 Object and type of signals

Unless otherwise justified, in any type of works and activities on the roads the elements and devices of signalling, beaconing and defence included in the basic regulation established for these purposes by the Ministries of Development and Interior should be used exclusively, as indicated in the Annex I.



CHAPTER V Withdrawal, substitution and alteration of signals

Article 142 Obligations concerning signalling

1. The owner of the road or, where appropriate, the authority in charge of regulating traffic will order the immediate withdrawal and, where appropriate, the replacement of the adequate anti-regulation signs installed, of those that are no longer needed and those who do not comply because of their deterioration (article 58.1 of the articulated text).



2. Except for justified reasons, no one should install, remove, move, hide or modify the signalling of a road without permission from its owner or, where appropriate, the authority in charge of regulating traffic or responsible for the facilities (article 58.2 of the articulated text).

3. It is forbidden to modify the content of the signs or place plaques, posters, marks or other objects over them or near them that may lead to confusion, reduce their visibility or effectiveness, dazzle road users or distract their attention, without respecting the powers of the road owners (article 58.3 of the articulated text).



You cannot place any type of advertising, or information posters temporarily next to traffic signs without authorisation from the owner of the road. Doing so without permission could give rise to a sanction of up to 3,000 euro.

The autonomous body Central Traffic Headquarters or, where appropriate, the regional or local authority responsible for traffic regulation may alter, at any time, the content of the signals referred to in article 144.1 to adapt them to changing traffic circumstances, without limiting the capability of the owners of the roads.

4. The cases of withdrawal or deterioration of the permanent or occasional signage will be considered as serious infringements, as foreseen in article 65.4.f) of the articulated text.

Please note that the reference to article 65.4.f) must be understood as made to article 65.4.d), as established in the third final provision of this Regulation, introduced by section ten of the single article of the R.D. 965/2006, of September 1, by which the General Regulation of Circulation is modified, approved by R.D. 1428/2003, of November 21 ("B.O.E." September 5).

CHAPTER VI TYPES AND MEANINGS OF ROAD SIGNS AND ROAD MARKINGS

SECTION 1 SIGNS AND ORDERS OF MOBILITY AGENTS

Article 143 Signals with the arm and others

1. The agents of the traffic authority who are regulating the traffic should be easily recognisable at a distance, both day and night, and their signals must be visible, and the users of the route must

immediately obey their orders.

The agents of the traffic regulation authority and the Military Police, construction workers and escorts of special transport vehicles, who regulate the passage of vehicles and, in its case, the school patrols, the personnel of civil protection and that of organisations of sports activities or of any other act, authorised for the purposes contemplated in section 4 of this article, shall wear garments of striking colours and devices or retro reflective elements that allow drivers and other road users who approach them to distinguish them at a minimum distance of 150 metres.



Failure to heed the signs of personnel who are on the road supervising works, an action or sporting event will be grounds for minor sanctions. While not obeying the signs of traffic authority agents is considered a serious infringement and involves the withdrawal of 4 points of a driving licence.

2. As a general rule, the agents of the traffic authority will use the following signals:

A) Arm raised vertically: All road users approaching the agent must stop, except drivers who cannot do so in unsafe conditions. If this signal is made at an intersection, it does not force drivers who have already entered it to stop.



The stop must be made at the nearest stopping point or, failing that, immediately in front of the agent. At an intersection, the driver must stop before entering.

After this signal, the agent may indicate, where appropriate, the place where the stop must be made.

B) Arm or arms extended horizontally: All road users approaching the agent from directions that intersect the one indicated by the arm or extended arms and whatever the direction of their movement must stop. This signal remains in force even if the agent lowers their arm or arms, as long as they do not change position or make another signal.



C) Use of a red or yellow light: All road users that the agent directs the light at must stop.



D) Extended arm moving alternately from top to bottom: This signal indicates that vehicles approaching the agent on the side corresponding to the arm that executes the signal must slow down.



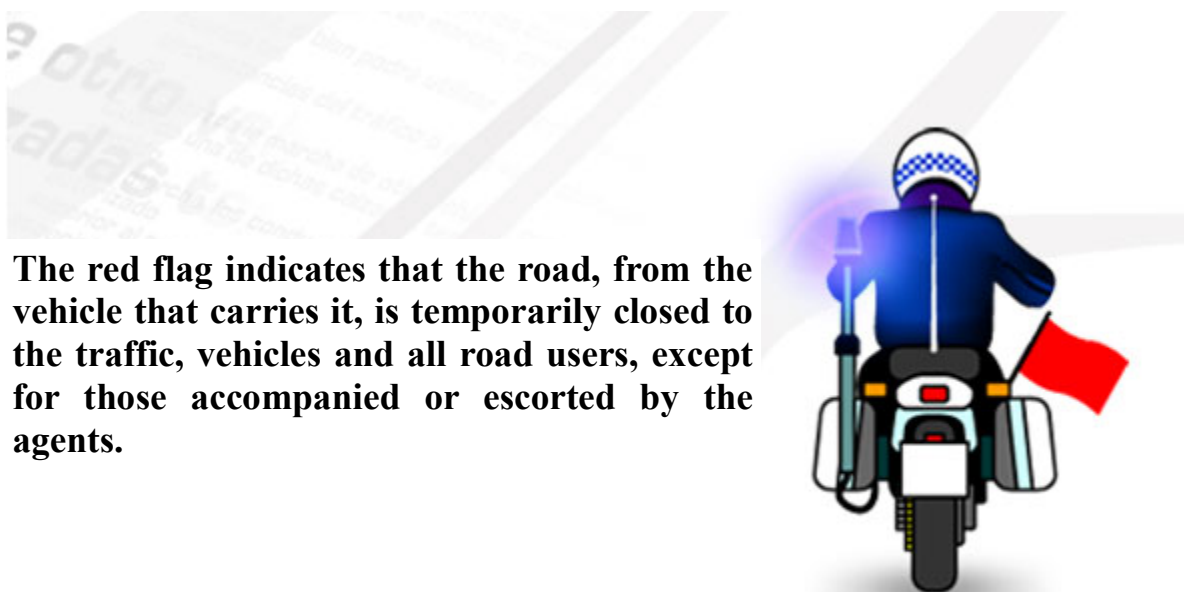
E) Other signs: when circumstances so require, agents may use any other indications different from the previous ones.



Agents may order the detention of vehicles with a series of short and frequent whistle blows, and the driver may resume their movement after hearing a long whistle blow.

3. Agents may give orders or instructions to users while using the V-1 signal established by the General Vehicle Regulations, through the public address system or by any other means that may be clearly perceived by them, among which there are the following:

A) Red flag: indicates that from the passage of the vehicle that carries it, the road is temporarily closed to the passage of all vehicles and users, except for those who are accompanied or escorted by the agents of the authority responsible for the regulation, management and control of traffic.



The red flag indicates that the road, from the vehicle that carries it, is temporarily closed to the traffic, vehicles and all road users, except for those accompanied or escorted by the agents.



B) Green flag: indicates that, after the passage of the vehicle that carries it, the roadway is again open to traffic.



C) Yellow flag: indicates to drivers and other road users the need for maximum attention or the proximity of a danger. This flag may also be used by authorised auxiliary personnel who perform order, control or safety functions during bicycle races or any other activity, sporting or not, on the routes subject to traffic legislation, vehicle circulation to motor and road safety.



D) Arm extended down inclined and fixed: Used from a moving vehicle, the agent is indicating the obligation to stop on the right side to those users to whom the signal is directed.



E) Red or yellow light flashing or flashing forward: From a vehicle, the agent indicates to the driver of the one preceding them that they must stop the vehicle on the right side, in front of the police vehicle, in a place where there is no greater risk or inconvenience to other road users, and following the instructions given by the agent through the public address system.





4. In the absence of usual traffic agents or to assist them, and under the circumstances and conditions established in this regulation, the Military Police and the road works personnel, and those accompanying vehicles in a special transport regime may regulate the passage of vehicles through the use of R-2 and R-400 vertical signs incorporated into a paddle, and, by this means, school patrols can use it to stop movement. When the competent authority authorises the celebration of sporting activities or acts that require limitations to the movement in urban or interurban roads, the authority responsible for traffic may enable the civil protection personnel or the responsible organisation to prevent the access to vehicles or pedestrians to the affected area or itinerary, in the terms of Annex II.



When the State Security Forces and Corps, within the scope of their functions, establish controls for public safety on public roads, they may regulate traffic exclusively in the absence of traffic agents.

The form and meaning of the signals and orders of the traffic agents will be adjusted to what is established in the official catalogue of traffic signs. These signs are also included in Annex I.

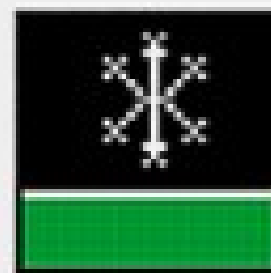
SECTION 2 CIRCUMSTANTIAL SIGNALS WHICH MODIFY THE NORMAL USE OF THE ROAD, AND BEACON SIGNALS

Article 144 Circumstantial and beacon signals

1. Variable message panels are intended to regulate traffic by adapting to changing traffic circumstances. They will be used to give information to drivers, warn drivers of possible dangers and give recommendations or mandatory instructions. The content of the texts and graphics of the variable message signs panels should comply with the provisions of the official catalogue of traffic signs.



	Queues	Road works	Slippery surface	Snow or ice	Reduced visibility	Wind or gusts	Crash or obstruction
DANGER (Nearby)							
Information (In the distance)							

Level black	Level red	Level yellow	Level green
			

Shape and colour		Meaning
Triangle with red border		Danger / warning
Circle with red border		Prohibition or restriction
Blue circle		Obligation
Blue square or rectangle		General indications and lanes
Blue rectangle with white box containing symbol		Services
Rectangle in white, blue, green, or other colours		Orientation



The modifications that these panels of variable message make compared to the usual vertical and horizontal signalling end when the panel itself establishes it or the causes that motivated its imposition, from which point they return to dominate.

Failure to respect the instructions and obligations advised by these panels will constitute a serious offence.

2. Beacon signals may be:



A) Barrier devices: they prohibit the passage to the part of the road they restrict and are the following:

1. Fixed barrier: prohibits entry to the road or part of it that is restricted.

2. Mobile barrier or semi-permanent barrier: it temporarily prohibits entry, while it is in a transversal position to the roadway in a level crossing, a toll or customs post, access to an establishment or others.

3. Provisional directional panel: prohibits entry and also informs about the direction of driving.

4. Small flags, cones or similar devices: they prohibit the passage through the real or imaginary line that unites them.

5. Fixed red light: indicates that the road is completely closed to traffic.

6. Fixed or intermittent yellow lights: prohibit the passage through the imaginary line that unites them.

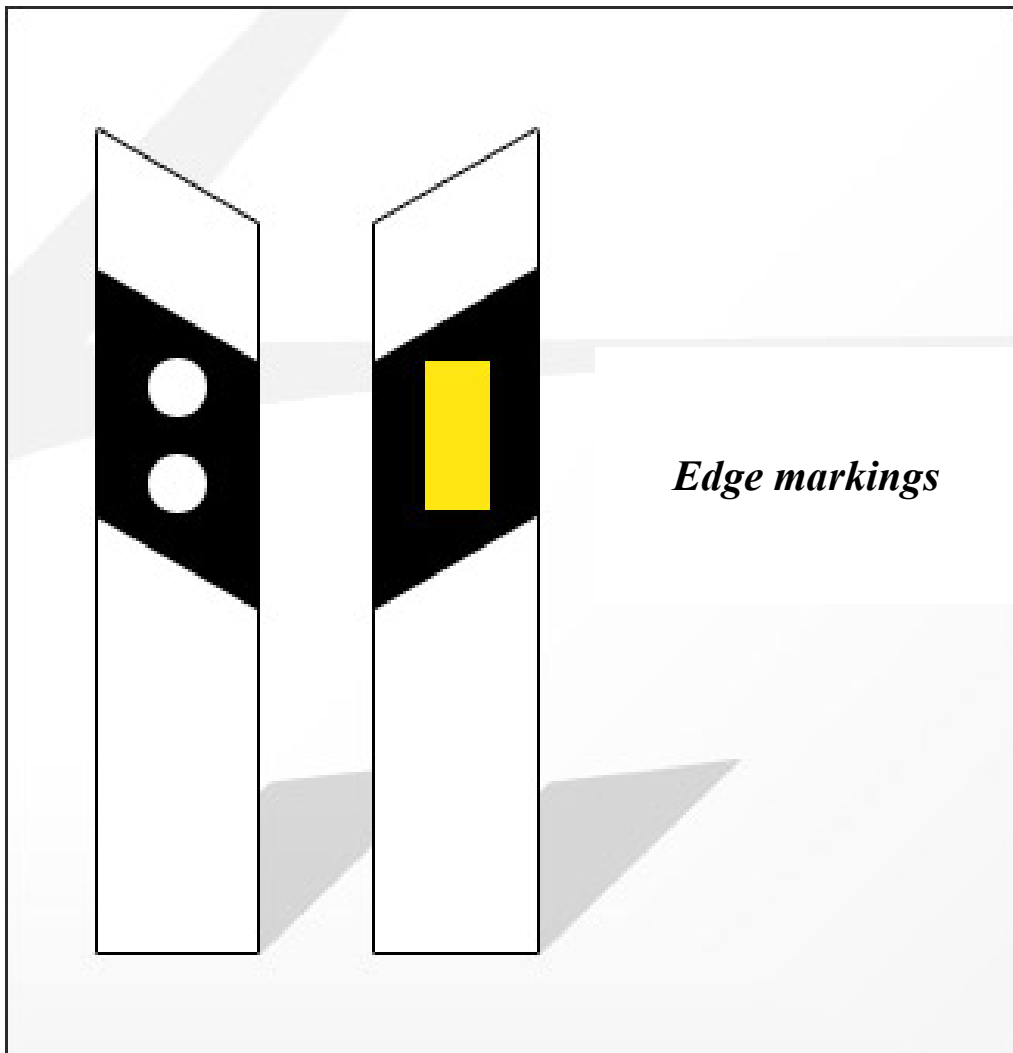
B) Guidance devices: their purpose is to indicate the edge of the road, the presence of a curve and the direction of travel, the limits of construction works or other obstacles.

They are the following:

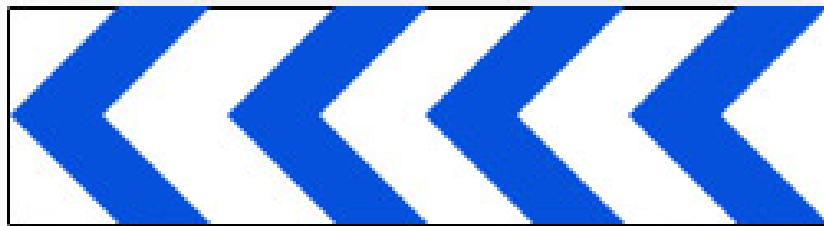
1. Vertex marker: a semi-cylindrical shape on its front face, provided with symmetrically opposed triangles, made of reflective material, which indicates the point at which two traffic flows separate.



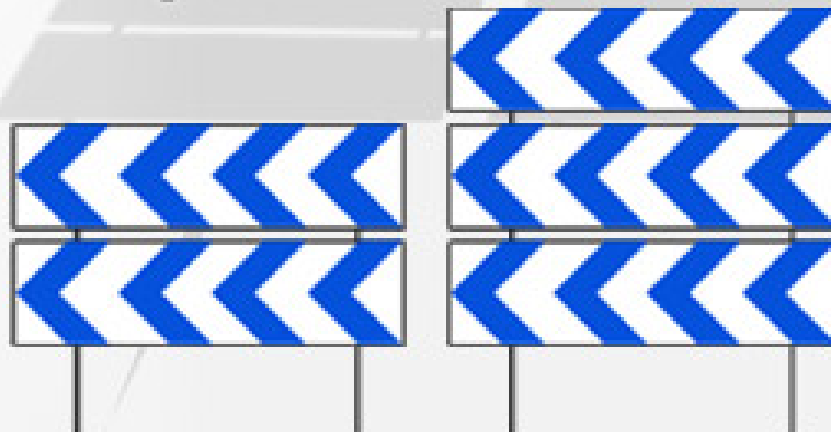
2. Edge markers: element whose primary purpose is to mark the edges of roads mainly during the night or low visibility.



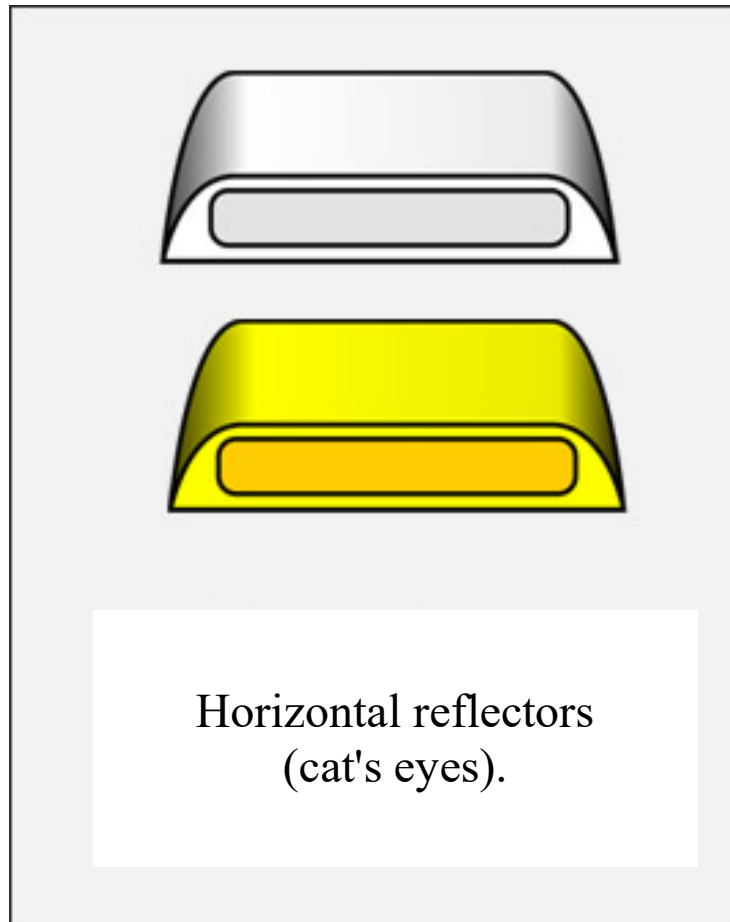
3. Permanent directional panels: devices implemented for guidance and pointing out a specific danger, through which information on the direction of traffic flow is reported.



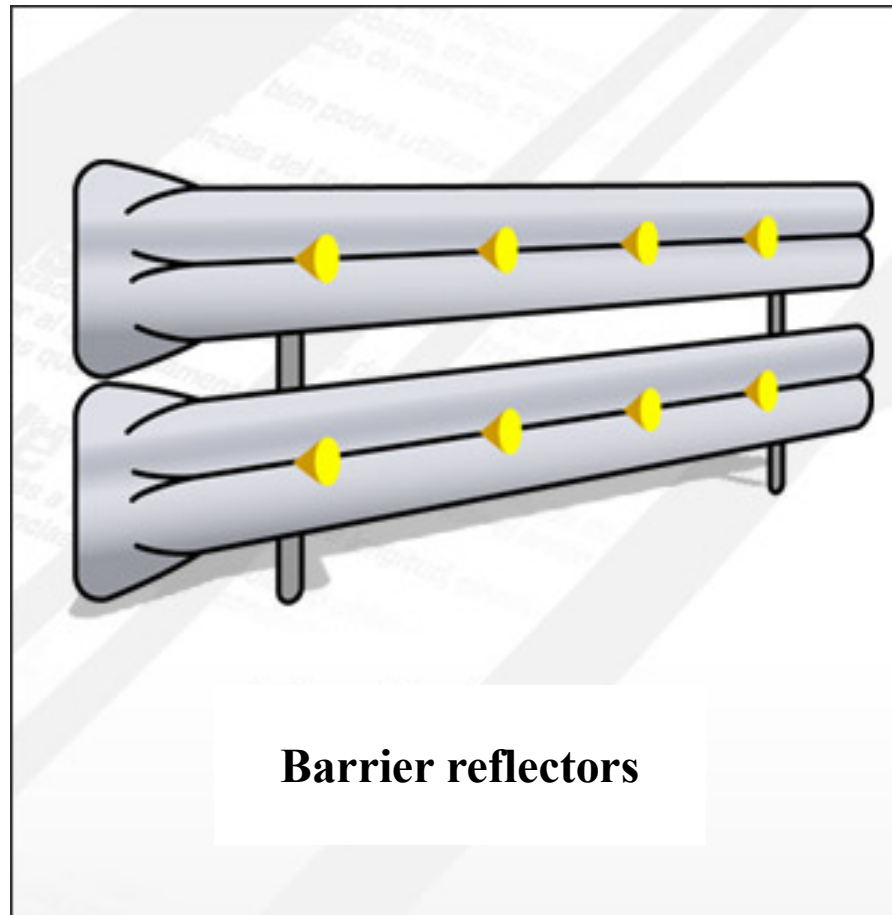
Permanent directional panels:



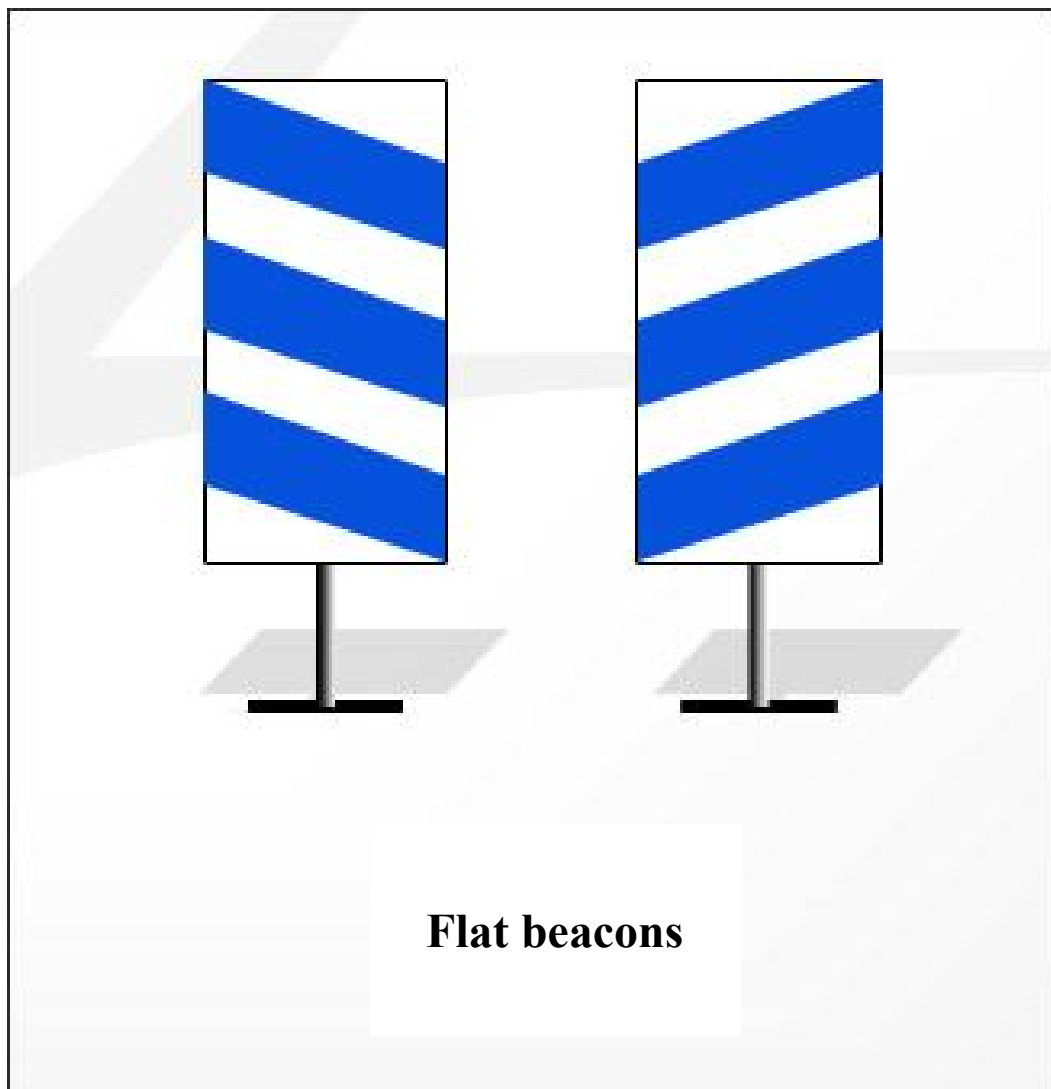
4. Horizontal reflectors (cat's eyes).



5. Barrier reflectors.



6. Flat beacons: indicate the edge of the road, the limits of construction works or other obstacles on the road.

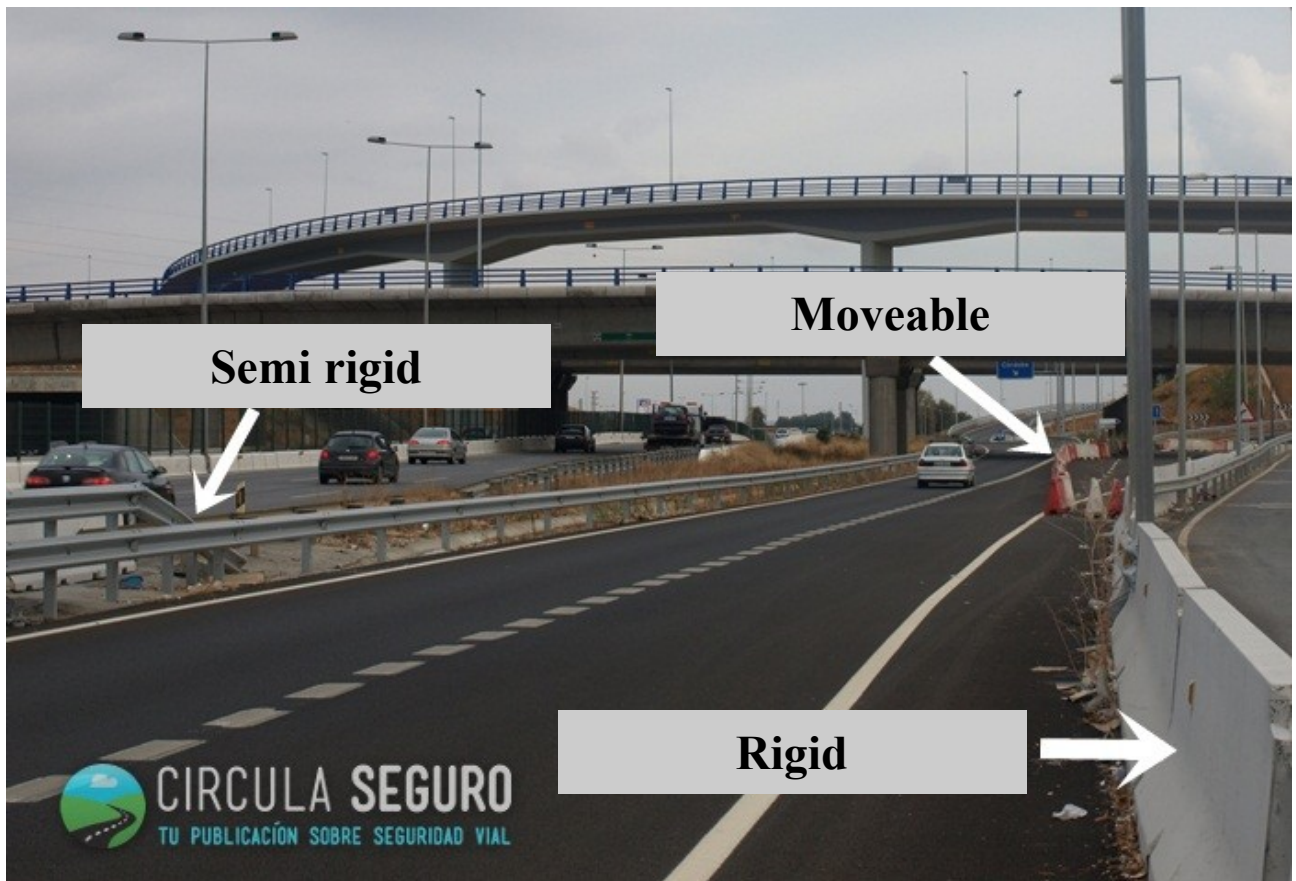


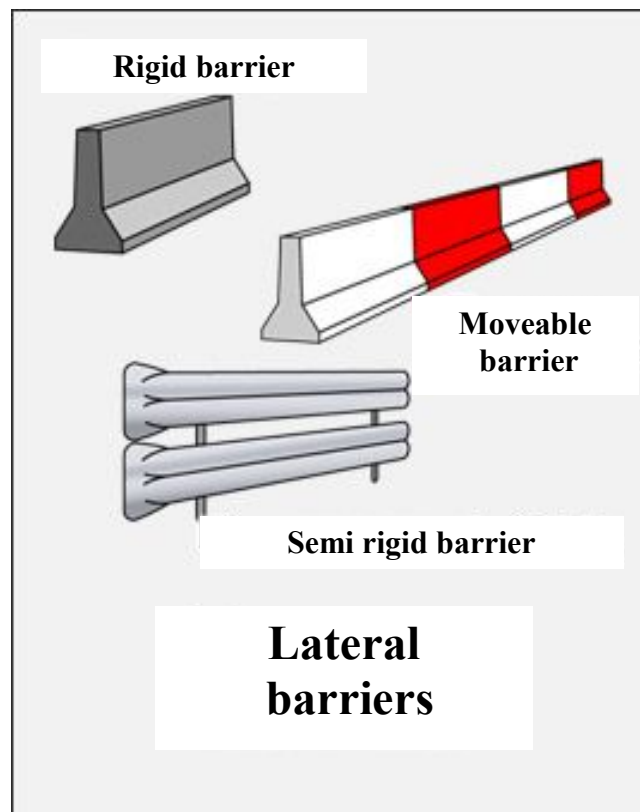
7. Cylindrical Beacons: they reinforce any security measure, and the line, imaginary or not, that unites them cannot be crossed.



8. Lateral barriers: rigid, semi-rigid and moveable. They indicate the edge of the road and protect against involuntary exits.







3. The shape, colour, design, symbols, meaning and dimensions of beacon signals should conform to what is established in the official catalogue of traffic signs.

SECTION 3 TRAFFIC LIGHTS

Article 145 Traffic lights for pedestrians

The meaning of the lights of traffic lights is the following:



A) A non-flashing red light, in the form of a motionless pedestrian, indicates to pedestrians that they should not start crossing the road.

B) A green non-flashing light, in the form of a moving pedestrian, indicates to pedestrians that they may begin to cross the roadway. When said light goes on intermittent, it means that the time they still have to finish crossing the road is about to end and that the red light will turn on.

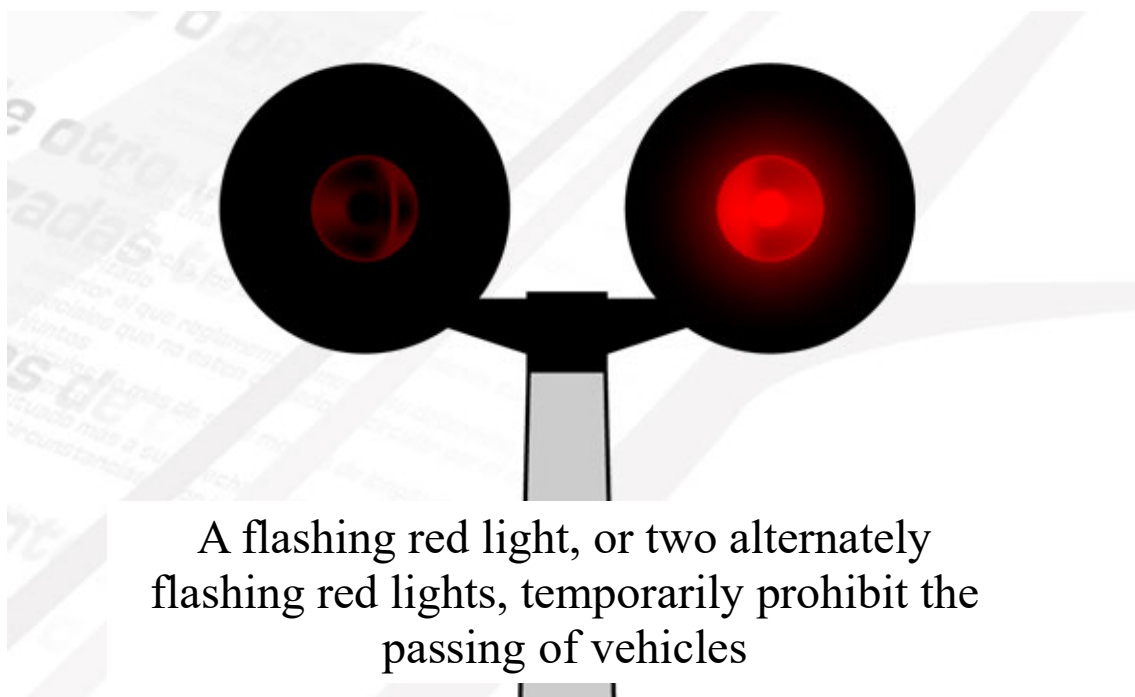
Article 146 Traffic lights for vehicles

The meaning of their lights and arrows is as follows:

A) A non-flashing red light prohibits passage. While it remains on, vehicles must not pass the traffic light or the stop line closest to it, if there is one. If the traffic light is inside or on the opposite side of an intersection, vehicles must not enter it or pass the stop line located before it, if there is one.



B) A flashing red light, or two alternately flashing red lights, temporarily prohibit the passing of vehicles before a level crossing, an entrance to a moving bridge or a pontoon ferry, in the vicinity of an exit of fire extinction vehicles or due to the approach of an aircraft at a low altitude.







C) A non-flashing yellow light means that vehicles must stop under the same conditions as if they were a fixed red light, unless, when turned on, the vehicle is so close to the place of stopping that it cannot be stopped before the traffic light in a safe way.



D) A flashing yellow light or two alternately flashing yellow lights force drivers to exercise extreme caution and, if necessary, give way. Also, the driver is not exempt from compliance with other signals that force them to stop.



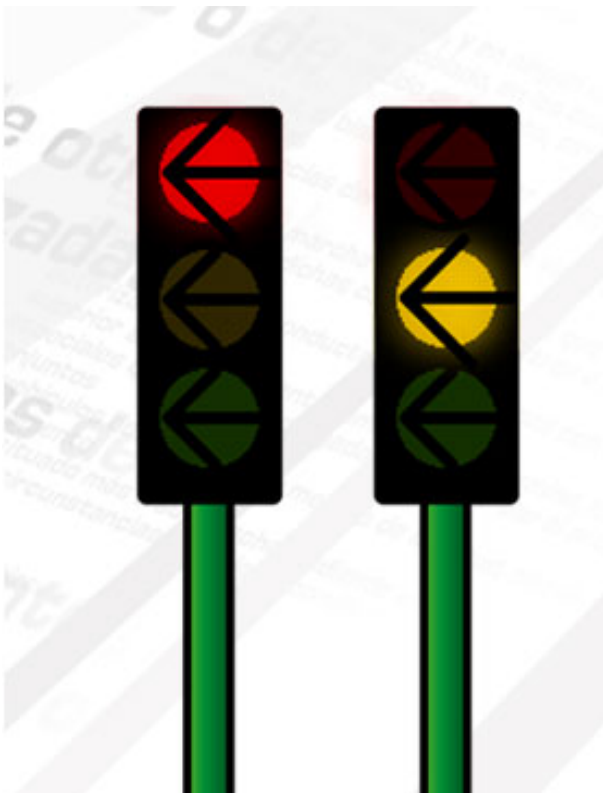
A flashing yellow light or two alternately flashing yellow lights force drivers to exercise extreme caution and, if necessary, give way

E) A green non-flashing light means that priority passing is allowed, except in the cases referred to in article 59.1.



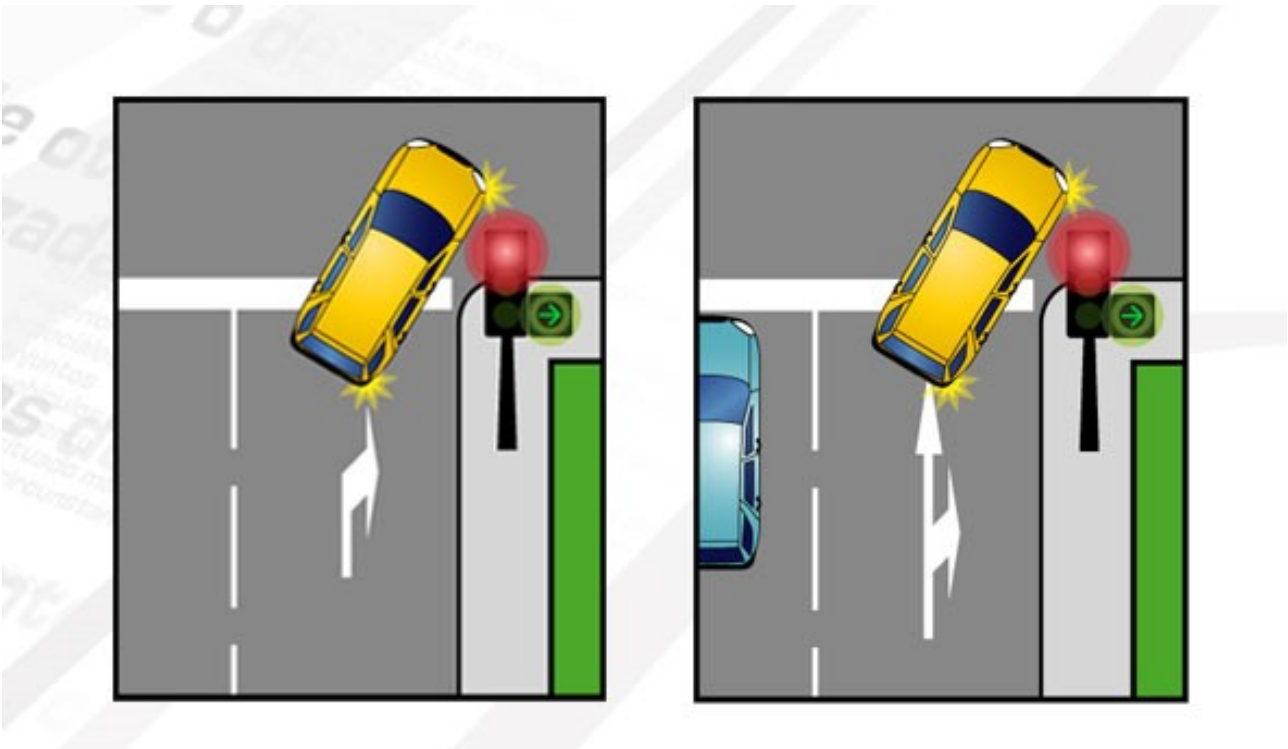
A green non-flashing light means that priority passing is allowed

F) A black arrow on a non-flashing red light or on a yellow light does not change the meaning of said lights, but limits it exclusively to the movement indicated by the arrow.



A black arrow limits it exclusively to the movement indicated by the arrow





G) A green arrow that illuminates on a black background means that vehicles can take the direction indicated by the arrow.



Any vehicle that, when the green arrow lights up, is in a lane reserved exclusively for the movement in the direction indicated by the arrow or that, without being reserved, is the one that is moving in the lane, must advance in that direction.

Vehicles that advance following the indication of a green arrow must do so with caution, allowing vehicles passing through the lane to which they are entering to pass and not endangering pedestrians crossing the road.

Article 147 Square traffic lights for vehicles or lanes



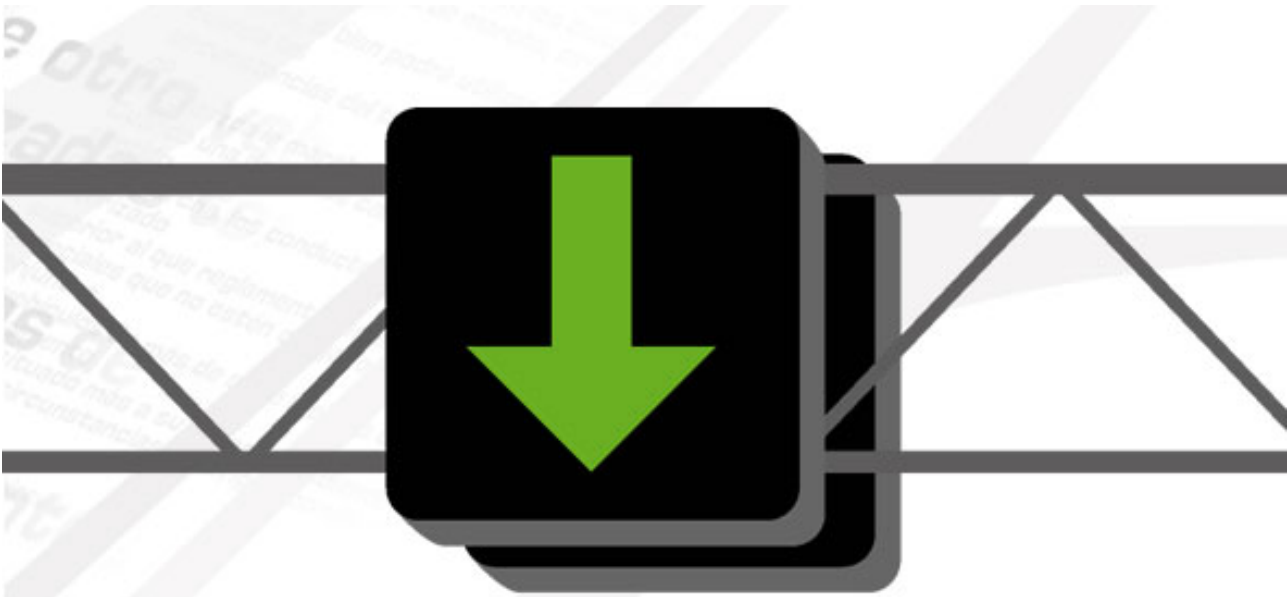
Traffic lights in lanes exclusively affect the vehicles that travel in the lane on which they are located or on the one indicated on the variable signalling panel, and the meaning of their lights is as follows:

A) A red signal in the form of a cross determines the prohibition to occupy the indicated lane. The drivers of vehicles that are in that lane must leave it in the shortest possible time.



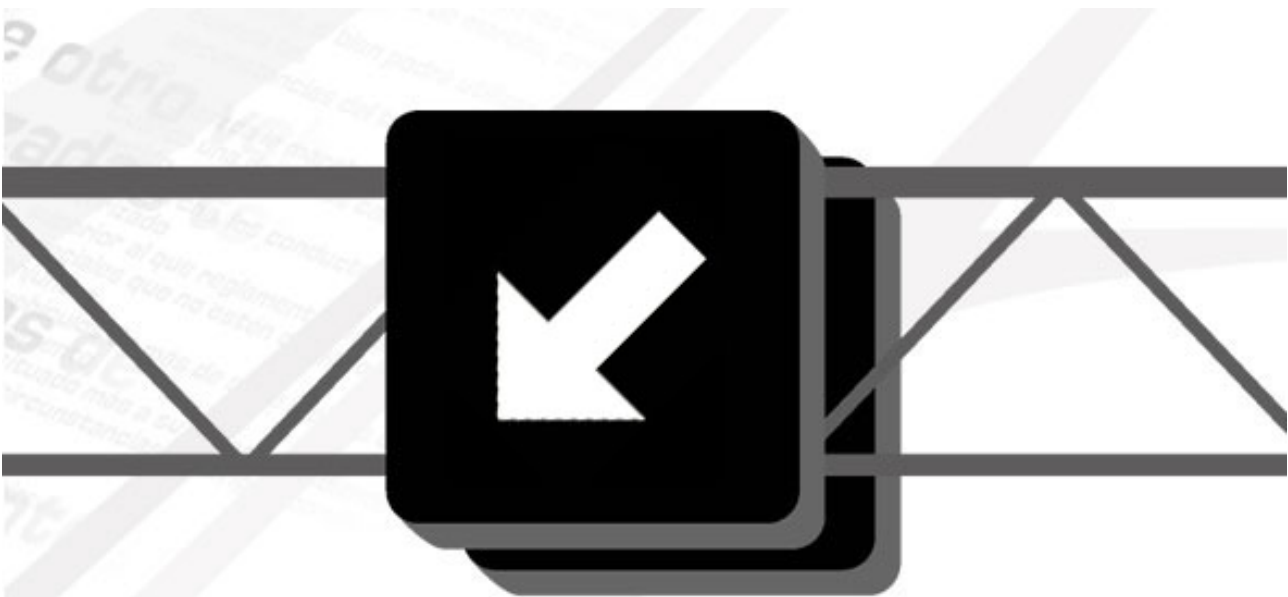
A red cross indicates the prohibition to occupy the indicated lane

B) A green signal in the form of an arrow pointing down indicates that the driver is allowed to travel in the corresponding lane. This authorization to use the lane does not exempt vehicles from the obligation to stop at a circular red light or, by exception to the provisions on the order of precedence in Article 133, to obey any other signal or road marking that requires one to stop or give way, or, in its absence, compliance with the general rules on priority.



A green an arrow indicates that the driver is allowed to travel in the corresponding lane

C) A white or yellow signal in the shape of an arrow, intermittent or fixed, pointed downward obliquely, indicates to the users in the corresponding lane that they need to safely enter the lane towards which the arrow points, as the lane they are moving through will soon be closed.



A white or yellow arrow intermittent or fixed indicates to the users in the corresponding lane that they need to safely enter the lane towards which the arrow points

Article 148 Traffic lights reserved for certain vehicles

1. When the signals on the traffic lights have the illuminated silhouette of a bicycle, their indications refer exclusively to cycles and mopeds.



Reserved exclusively to cycles and mopeds

2. *Not stopping at a red light will see a cyclist rider liable for a fine of 200 euro and a moped rider, in addition, the loss of four points.*

When, exceptionally, the traffic light consists of a white stripe illuminated on a black circular background, its indications refer exclusively to trams and regular buses, unless there is a lane reserved for buses, taxis and other vehicles; in that case, they only refer to those who drive through it. The meaning of these traffic lights is as follows:

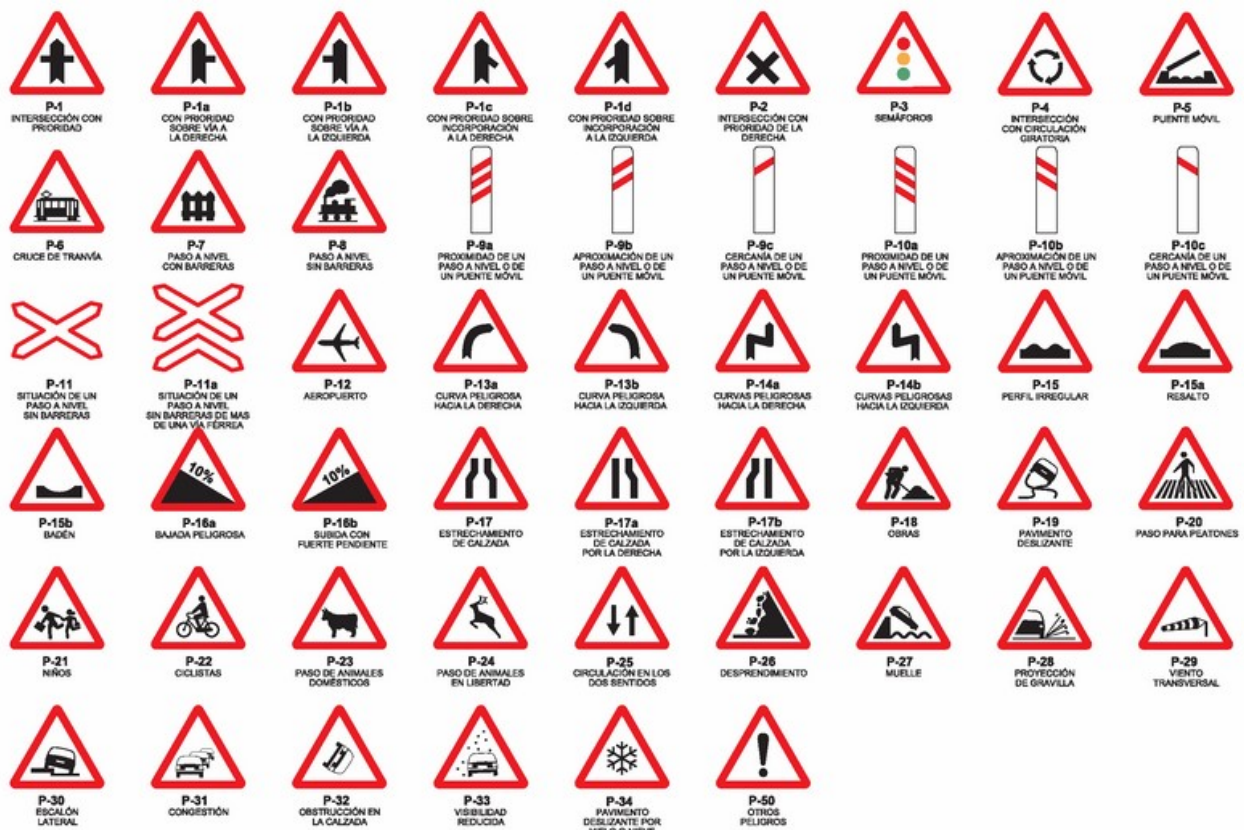
- A) An illuminated horizontal white line prohibits the passage under the same conditions as the fixed red light does
- B) An illuminated vertical white stripe allows the driver to carry straight on.
- C) An illuminated oblique white stripe, towards the left or to the right, indicates that the driver may turn to the left or to the right, respectively.
- D) A white, vertical or oblique stripe, illuminated intermittently, indicates that the aforementioned vehicles must stop under the same conditions as if it were a fixed yellow light.

SECTION 4 VERTICAL TRAFFIC SIGNS

Subsection 1 Danger warning signs

Article 149 Object and types

1. Danger warning signs are intended to indicate to road users of the proximity and the nature of a danger difficult to be perceived in time, in order for them to comply with the rules of behaviour that they must follow in each case.
2. The distance between the sign and the beginning of the dangerous section may be indicated on a complementary panel to the designs included in the official catalogue of traffic signs.
3. If a hazard warning sign carries a supplementary panel indicating a length, it should be understood that it refers to the section of the road affected by the hazard, such as a succession of dangerous curves or a section of road in poor condition.
4. In the case of light signals, it may be permitted that the symbols appear in white on a dark non-luminous background.
5. The types of danger warning signs, with their respective nomenclature and meaning, are the following:



P-1 Intersection with priority. Danger due to the proximity of an intersection with a road, whose users must give way.



P-1 a. Intersection with priority on lane to the right. Danger due to the proximity of an intersection with a lane to the right, whose users must give way.



P-1 b. Intersection with priority over lane to the left. Danger due to the proximity of an intersection with a lane on the left, whose users must give way.



P-1 c. Intersection with priority over incorporation from the right. Danger due to the proximity of an incorporation on the right of a road, whose users must give way.



P-1 d. Intersection with priority over incorporation from the left. Danger due to the proximity of an incorporation on the left of a road, whose users must give way.



P-2. Intersection with priority on the right. Danger due to the proximity of an intersection where the general rule of priority applies.



P-3. Traffic lights. Danger due to the proximity of an isolated intersection or section with traffic regulated by traffic lights.



P-4. Intersection with roundabout. Danger due to the proximity of an intersection where the movement is carried out in a rotating manner in the direction of the arrows.



P-5. Moveable bridge. Danger due to the proximity of a bridge that can be lifted or turned, thus temporarily interrupting traffic.



P-6. Tram crossing. Danger due to the proximity of crossing with a tramline, which has priority.



P-7. Level crossing with barriers. Danger due to the proximity of a level crossing provided with barriers or semi-barriers.



P-8. Level crossing without barriers. Danger due to the proximity of a level crossing not provided with barriers or semi-barriers.



P-9 a. Proximity of a level crossing, mobile bridge or pier (right side). Indicates, on the right side, the proximity of a signalized danger of a level crossing, a moveable bridge or a dock. This beacon is always accompanied by the signal P-5, P-7, P-8 or P-27.



P-9 b. Approach to a level crossing, moveable bridge or dock (right side). Indicates, on the right side, the approach to a level crossing, moveable bridge or dock, which is at least two-thirds of the distance between it and the corresponding danger warning signal.



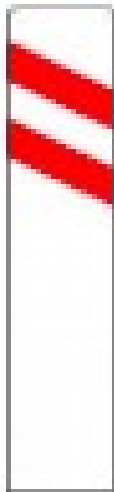
P-9 c. Proximity of a level crossing, moveable bridge or dock (right side). Indicates, on the right side, the proximity of a level crossing, moveable bridge or pier, which is at least one third of the distance between it and the corresponding danger warning sign.



P-10 a. Proximity of a level crossing, moveable bridge or dock (left side). Indicates, on the left-hand side, the proximity of the signalized danger of a level crossing, a moveable bridge or a dock. This beacon is always accompanied by the signal P-5, P-7, P-8 or P-27.



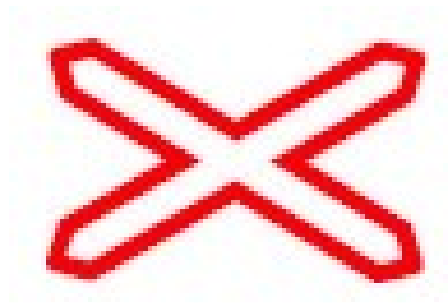
P-10 b. Approach to a level crossing, moveable bridge or dock (left side). Indicates, on the left side, the approach to a level crossing, moveable bridge or dock, which is at least two-thirds of the distance between it and the corresponding danger warning signal.



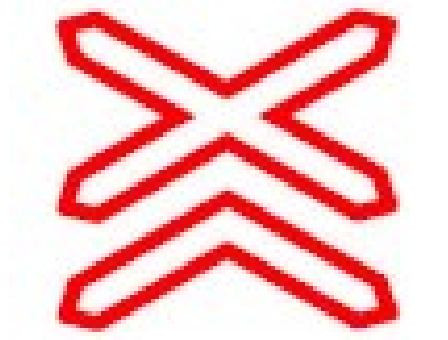
P-10 c. Proximity of a level crossing, moveable bridge or dock (left side). Indicates, on the left side, the proximity of a level crossing, moveable bridge or dock, which is at least one third of the distance between it and the corresponding warning sign of danger.



P-11. Arrival at a level crossing without barriers. Danger due to the immediate presence of a level crossing without barriers.



P-11 a. Arrival at a level crossing without barriers of more than one railway. Danger due to the immediate presence of a level crossing without barriers with more than one railway.



P-12. Airport. Danger due to the proximity of a place where aircraft often fly at low altitudes on the road and which can cause unforeseen noise.



P-13 a. Dangerous curve to the right. Danger due to the proximity of a dangerous curve to the right.



P-13 b. Dangerous curve to the left. Danger due to the proximity of a dangerous curve to the left.



P-14 a. Dangerous curves, first to the right. Danger due to the proximity of a succession of curves close to each other; the first being to the right.



P-14 b. Dangerous curves, first to the left. Danger due to the proximity of a succession of curves close to each other; the first being to the left.



P-15. Uneven road. Danger due to the proximity of a shoulder or bump in the road or pavement in poor condition.



P-15 a. Projection. Danger due to the proximity of something sticking out on the road.



P-15 b. Dip. Danger due to the proximity of a dip in the road.



P-16 a. Downhill with steep slope. Danger due to the existence of a section of track with a steep descending slope. The figure indicates the slope in percentage.



--

P-16 b. Climb with steep slope. Danger due to the existence of a section of track with a steep upward slope. The figure indicates the slope in percentage.



P-17. Road narrowing. Danger due to the possibility of an area of the road in which the road narrows.



P 17 a. Narrowing of the road on the right. Danger due to the proximity of an area of the road where the road narrows on the right side.



P-17 b. Narrowing of the road on the left. Danger due to the proximity of an area of the road where the road narrows on the left side.



P-18. Works. Danger due to the proximity of a section of road works.



P-19. Slippery surface. Danger due to the proximity of an area of the road whose surface can be very slippery.



P-20. Pedestrians. Danger due to the proximity of a place frequented by pedestrians.



P-21. Children. Danger due to the proximity of a place frequented by children, such as schools, playground, etc.



P-22. Cyclist. Danger due to the proximity of a pass for cyclists or a place where cyclists frequently go on the road or cross it.



P-23. Passage of domestic animals. Danger due to the proximity of a place where the road can often be crossed by domestic animals.



P-24. Passage of wild animals. Danger due to the proximity of a place where the road can often be traversed by wild animals.



P-25. Traffic in both directions. Danger due to the proximity of an area of the roadway where traffic is carried out provisionally or permanently in both directions.



P-26. Landslide. Danger due to the proximity to an area with frequent landslides and the possible presence of obstacles on the road.



P-27. Dock. Danger because the path leads to a boat dock or a water flow.



P-28. Gravel. Danger due to the proximity of a section of track where there is a risk of gravel being cast when vehicles pass.



P-29. Cross wind. Danger due to the proximity of an area where strong wind frequently blows in a transverse direction.



P-30. Camber. Danger due to the existence of unevenness along the track on the side indicated by the symbol.



P-31. Congestion. Danger due to the proximity of a section in which the traffic is stopped or hindered by traffic congestion.



P-32. Obstruction in the road. Danger due to the proximity of a place where there are vehicles that obstruct the road due to breakdown, incident or other causes.



P-33. Reduced visibility. Danger due to the proximity of a section in which movement is hindered by a notable loss of visibility due to fog, rain, snow, smoke, etc.



P-34. Slippery road due to ice or snow. Danger due to the proximity of a roadway area whose surface can be especially slippery due to ice or snow.



P-50. Other dangers. Indicates the proximity of a danger other than those detected by other signals.



6. The shape, colour, design, symbols, meaning and dimensions of the warning signs of danger are those that appear in the official catalogue of traffic signs. The form, symbols and nomenclature are also included in Annex I of this regulation.

Subsection 2 Regulatory signals

Article 150 Object, classes and common rules

1. Regulatory signs are intended to indicate to users of the road the obligations, limitations or special prohibitions that they must observe.

2. Regulatory signs are subdivided into:

- A) Priority signs.
- B) Signs of prohibition of entry.
- C) Signs of restriction of passage.
- D) Other signs of prohibition or restriction.
- E) Signs of obligation.
- F) End of prohibition or restriction signs

3. Regulatory signs placed next to or vertically on a sign indicating the name of the town mean that the regulation applies to the whole town, unless the regulation indicates otherwise by other signs in certain sections of the road.

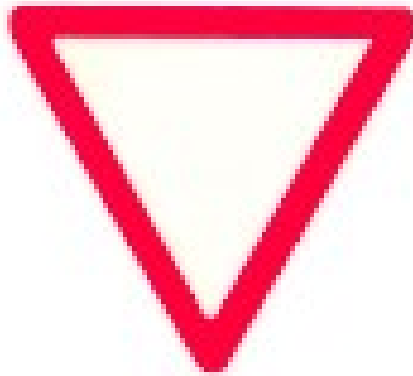
4. The obligations, limitations or special prohibitions established by the regulatory signs shall govern from the cross section where said signs are placed, except that by means of a complementary panel placed below them, indicating the distance to the section where the cited signs begin to apply.

Article 151 Priority signs

1. Priority signs are intended to inform road users of the special priority rules at intersections or narrow passages.

2. The nomenclature and meaning of the priority signs are as follows:

R-1. Give way. Obligation for all drivers to give way at the next intersection to vehicles travelling on the road they approach or to the lane they intend to join.



Not respecting the give way sign is considered a serious offence with the loss of 4 points from your licence.

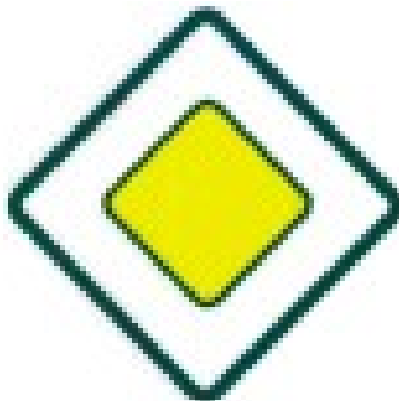
R-2. Mandatory stop and give way. Obligation for all drivers to stop their vehicle before the next stop line or, if there isn't one, immediately before the intersection, and give way to the vehicles that drive on the road they wish to join.



Not respecting the stop sign is considered a serious offence with the loss of 4 points from your licence.

If, due to exceptional circumstances, from the place where the stop has taken place, there is not enough visibility, the driver must stop again at the place where visibility is regained, without endangering any other road user.

R-3. Road with priority. Indicates to drivers that they are travelling on a road with priority at intersections over vehicles travelling on another road.



R-4. End of priority. It indicates the proximity of the place in which the road loses its priority to another road.



R-5. Priority in the opposite direction. Prohibited to enter a narrow passage while it is not possible to cross without forcing the vehicles that move in the opposite direction to stop.



R-6. Priority over the opposite direction. This indicates to the drivers that, in a next narrow section, they have priority in relation to the vehicles that move in the opposite direction.



3. Although they do not meet the requirements of Article 150.1, the following are also priority signals: P-1, P-1 a, P-1 b, P-1 c, P-1 d, P-2, P-6, P-7 and P-8.



Article 152 Signs of prohibition of entry

The signs of prohibition of entry, for those who face them in the direction of their movement and from where they are located, prohibit access to vehicles or users, in the following way:

R-100. Driving prohibited. Prohibition of movement of all types of vehicles in both directions.



R-101. Entry prohibited. Prohibition of access to all kinds of vehicles.



R-102. Entry prohibited to motor vehicles. Prohibition of access to motor vehicles.



R-103. Entry prohibited to motor vehicles, except two-wheel motorcycles without sidecar. Prohibition of access to motor vehicles, although two-wheel motorcycles are permitted.



R-104. Entry prohibited to motorcycles. Prohibition of access to motorcycles.



R-105. Entry prohibited to mopeds. Prohibition of access to two and three wheeled mopeds and light quadricycles. It also prohibits the entry of vehicles for people with reduced mobility.



R-106. Entry prohibited to vehicles destined for transporting goods. Prohibition of access to vehicles destined for transporting merchandise, such examples being trucks and vans regardless of their mass.



R-107. Entry prohibited to vehicles destined for transporting goods with greater authorized mass than indicated. Prohibition of access to all kinds of vehicles destined for transporting merchandise if its maximum authorized mass is higher than that indicated in the sign, such examples being trucks and vans with greater authorized mass than indicated in the sign. Prohibits access even if there are gaps.



R-108. Entry prohibited to vehicles transporting dangerous goods. Prohibition of passage to all kinds of vehicles that transport dangerous goods and that must drive in accordance with their special regulations.



R-109. Entry prohibited to vehicles that transport explosive or flammable goods. Prohibition of passage to all kinds of vehicles that transport explosive or easily flammable goods and that must drive in accordance with their special regulations.



R-110. Entry prohibited to vehicles that transport water polluting products. Prohibition of passage to all kinds of vehicles that transport more than 1,000 litres of products capable of contaminating water.



R-111. Entry prohibited to agricultural motor vehicles. Prohibition of access to tractors and other self-propelled agricultural machines.



R-112. Entry prohibited to motor vehicles with a trailer, other than a semi-trailer or a single-axle trailer. The registration of a tonnage number, either on the silhouette of the trailer, or on a supplementary plate, means that the prohibition of passage only applies when the maximum authorised mass of the trailer exceeds aforementioned figure.



R-113. Entry prohibited to animal-drawn vehicles. Prohibition of access to animal-drawn vehicles.



R-114. Entry prohibited to cycles. Prohibition of access to cycles.



R-115. Entry prohibited to handcarts. Prohibition of access to handcarts.



R-116. Entrance prohibited to pedestrians. Access prohibited to pedestrians.



R-117. Entry prohibited to saddled animals. Prohibition of access to saddled animals.



Article 153 Restriction of passage signs

The signs of restriction of passage, for those who face them in the direction of their movement and from where they are located, prohibit or limit the access of vehicles in the following way:

R-200. Prohibition of passing without stopping. It indicates the place where stopping is mandatory due to the proximity, according to the inscription it contains, of a customs officer, police officer, toll or other post, and that behind them mechanical stopping methods may be used. In any case, the driver thus stopped may not resume movement until they have fulfilled the prescription established by the signal.



When you see this sign you must stop the vehicle when you reach the tollgate, police control, etc, without waiting for any other signal to stop the vehicle. Passing without stopping the vehicle is a reason for minor infringement.

R-201. Mass limitation. Prohibition of passage of vehicles whose load mass exceeds that indicated in tons.



R-202. Mass per axle limitation. Prohibition of passage to vehicles whose mass per axle transmitted by all the wheels coupled to some axis exceeds that indicated in the sign.



R-203. Length limitation. Prohibition of the passage of vehicles or groups of vehicles whose maximum length, including the load, exceeds the indicated one.



R-204. Width limitation. Prohibition of the passage of vehicles whose maximum width, including the load, exceeds the indicated one.



R-205. Height limitation. Prohibition of the passage of vehicles whose maximum height, including the load, exceeds that indicated.



Article 154 Other signs of prohibition or restriction

The nomenclature and meaning of these signals are the following:

R-300. Minimum separation. Prohibition of driving without maintaining a separation equal to or greater than that indicated in the sign with the preceding vehicle, except to overtake. If the indication in metres doesn't appear, remember that generally the safety distance between vehicles established in article 54 must be kept.



R-301. Maximum speed. Prohibition of driving at a higher speed, in kilometres per hour, than indicated in the sign. This should be followed from the place where it is located until the next sign "End of speed limit", of "End of prohibitions" or another of "Maximum speed", unless it is placed on the same post as a warning sign or in the same panel as this, in which case the prohibition ends when the indicated danger ends. Located on a road without priority, it ceases to be valid when leaving an intersection with a priority road. If the limit indicated by the sign coincides with the maximum speed allowed for the type of road, it generally retains the prohibition to overcome it.



R-302. Right turn prohibited. Prohibition of turning to the right.



R-303. Turn left prohibited. Prohibition to turn left. It also includes the prohibition of changing the direction of travel.



R-304. U-turn prohibited. Prohibition to carry out the manoeuvre of a change of direction.



R-305. Overtaking prohibited. In addition to the general principles on overtaking, it indicates the prohibition of all vehicles to overtake motor vehicles travelling on the road, unless they are two-wheeled motorcycles and provided that they do not go on the zone reserved for vehicles travelling in the opposite direction, from the place where the sign is located and until the next signal of «End of prohibition of overtaking» or «End of prohibitions». Placed in areas where overtaking is prohibited as a rule, it generally retains the prohibition to carry out this manoeuvre.



R-306. Prohibited for trucks to overtake. Prohibition of trucks whose maximum authorized mass exceeds 3,500 kilograms to overtake motor vehicles travelling on the road, unless these are two-wheeled motorcycles and provided that the area reserved in the opposite direction is not invaded, from the place where the signal is located and until the next "End of prohibition of overtaking for trucks" or "End of prohibitions" sign.

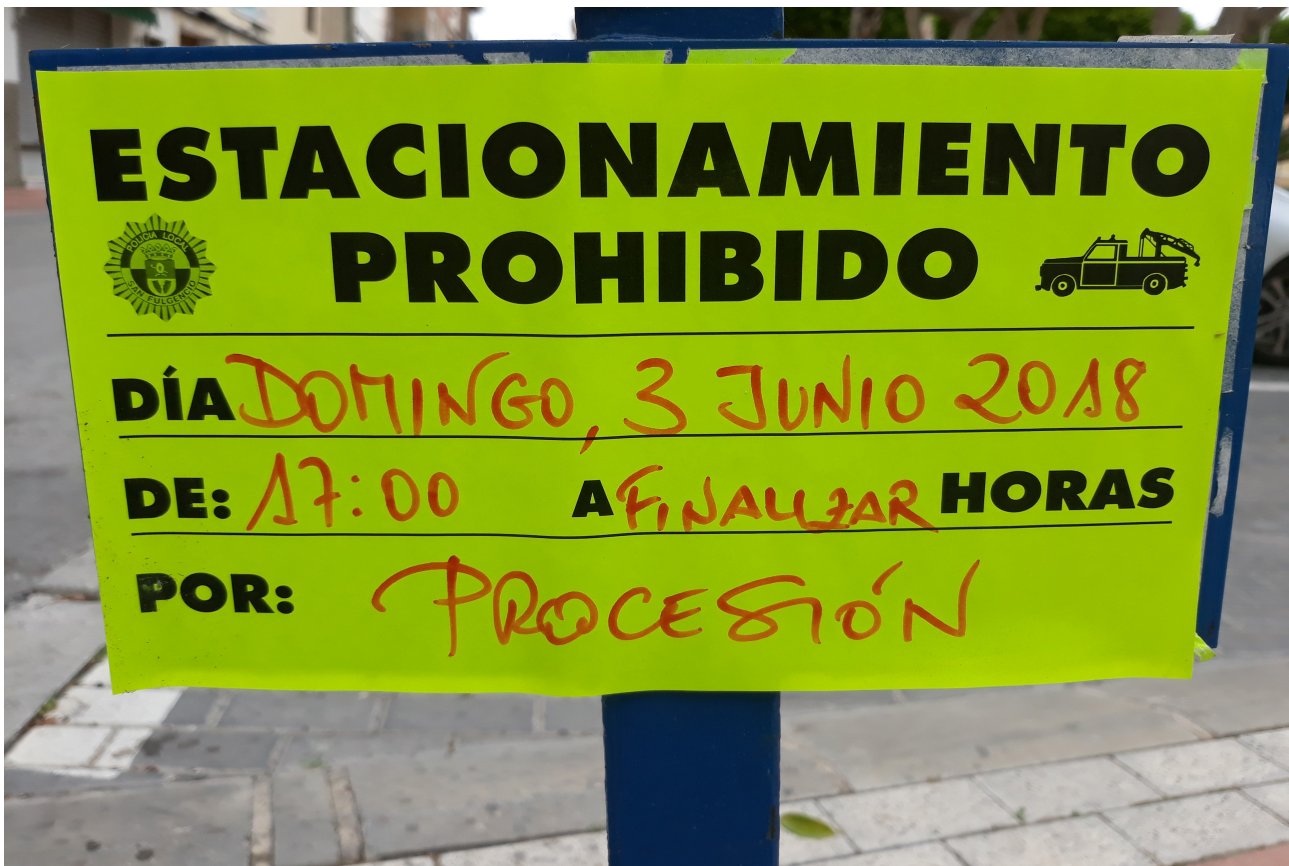


R-307. Stopping and parking prohibited. Prohibition of stopping and parking on the side of the road where the sign is located. Unless otherwise indicated, the prohibition begins at the vertical of the sign and ends at the nearest intersection.



R-308. Parking prohibited. Prohibition of parking on the side of the road where the sign is located. Unless otherwise indicated, the prohibition begins vertically along from the sign and ends at the nearest intersection. Stopping is not prohibited.





Remember that if the sign bears an attached notice on the same sign, it is informing when this prohibition is applicable.

In this case, we can see how a temporary parking sign has been placed, which will be applicable from Sunday, 3 June, from 5 p.m. until the end. Reason: a procession.

R-308 a. Parking prohibited on odd days. Prohibition of parking, on the side of the road where the signal is located, on odd days. Unless otherwise indicated, the prohibition begins vertically along from the sign and ends at the nearest intersection. Stopping is not prohibited.



R-308 b. Parking prohibited on even days. Prohibition of parking, on the side of the road where the signal is located, on even days. Unless otherwise indicated, the prohibition begins vertically along from the sign and ends at the nearest intersection. Stopping is not prohibited.



R-308 c. Parking prohibited the first fortnight of the month. Prohibition of parking, on the side of the road where the sign is located, from 9am on day 1 to 9am on day 16. Unless otherwise indicated, the prohibition begins vertically along from the sign and ends at the nearest intersection. Stopping is not prohibited.



R-308 d. Parking prohibited on second fortnight of the month. Prohibition of parking on the side of the road where the sign is located, from 9am on the 16th until 9am on day 1 of the following month. Unless otherwise indicated, the prohibition begins vertically along from the sign and ends at the intersection closer. Stopping is not prohibited.



R-308 e. Parking prohibited in access. Prohibits parking in front of an access such as a garage or driveway.



R-309. Limited parking area. Parking area of limited duration and obligation for the driver to indicate, in a regulatory manner, the start time of parking. It may include the maximum authorised parking time and the effective time of the limitation. It can also be included if parking is subject to payment.



R-310. Acoustic warnings prohibited. The general prohibition of making acoustic signals, except to avoid a collision.



Article 155 Signs of obligation

These signs indicate a mandatory traffic rule. Its nomenclature and meaning are the following:

R-400 a, b, c, d and e. Mandatory direction. The arrow indicates the direction and sense that the vehicles are obliged to follow.



R-401 a, b and c. Mandatory way. The arrow points to the side or sides through which vehicles must pass.



R-402. Intersection of rotary-compulsory direction. The arrows indicate the direction of the rotating movement that the vehicles must follow.



R-403 a, b and c. One-way directions and senses allowed. The arrows indicate the only directions that vehicles can take.



R-404. Lane for vehicles, except motorcycles without sidecar. Obligation for drivers of vehicles, except motorcycles, to drive on the lane designated for them.



R-405. Roadway for motorcycles without sidecar. Obligation for motorcycle drivers to drive on the lane designated for them.



R-406. Lane for trucks and vans. Obligation for drivers of all types of trucks and vans, regardless of their mass, to drive on the road designated for them. The registration of a tonnage figure, either on the silhouette of the vehicle, or on another supplementary plate, means that the obligation only applies when the maximum authorized mass of the vehicle or of the set of vehicles exceeds the aforementioned figure.



R-407 a. Lane reserved for cycles or cyclists. Obligation for riders of cycles to drive on the road designated for them and prohibits other road users from using it.







R-407 b. Lane reserved for mopeds. Obligation for drivers of mopeds to drive on the road designated for them and prohibits other users from using it.



R-408. Lane for animal-drawn vehicles. Obligation for drivers of animal-drawn vehicles to use the road designated for them.



R-409. Lane reserved for animals of saddle. Obligation for riders to use the path to which they are placed with their saddle animals and prohibit other users from using it.



R-410. Path reserved for pedestrians. Obligation for pedestrians to walk on the path designated for them and prohibits other road users from using it.



R-411. Minimum speed. Obligation for drivers of vehicles to drive at least at the speed indicated by the figure, in kilometres per hour, included in the sign, from the place where it is located to another of different minimum speed, or end of minimum speed or maximum speed of equal or less value.



R-412. Snow chains. Obligation not to continue driving without snow chains or other authorised devices, with one on at least one wheel on each side of the same axle.



When you see this sign you should know that if you continue without using them you could be sanctioned.

When the roads are not passable because of snow or ice, the traffic agents are responsible for activating / installing the R-412 signals. You must pay attention when you see it and if you do not have chains, wait in a safe area off the road or turn around.

R-413. Short-range lighting. Obligation for drivers to drive with at least short-range lighting (headlights) regardless of the conditions of visibility and lighting of the road, from the place where the sign is located to another end of this obligation.



R-414. Lane for vehicles transporting dangerous goods. Obligation for drivers of all kinds of vehicles that transport dangerous goods to drive on the road to whose entrance is located and that must drive in accordance with its special regulations.



R-415. Lane for vehicles that transport water polluting products. Obligation for drivers of all kinds of vehicles that transport more than 1,000 litres of products capable of contaminating water of driving on the designated for them.



R-416. Lane for vehicles that transport explosive and flammable goods. Obligation for drivers of all types of vehicles that transport explosive or easily flammable goods to drive along the lane designated for them and on which must drive in accordance with their special regulations.



R-417. Mandatory use of seat belts. Obligation to use the seat belt.



R-418. Exclusive route for vehicles equipped with operational electronic toll collection equipment. Mandatory electronic toll collection. Obligation to pay the toll through the dynamic toll system or toll collection; the vehicle that drives in the lane or lanes thus signalled shall be provided with the technical means that enable its use under operating conditions in accordance with the legal provisions in the matter.



Article 156 Signs of end of prohibition or restriction

The nomenclature and meaning of the end prohibition or restriction signs are the following:

R-500. End of prohibitions. This indicates the place from which all the specific prohibitions indicated by previous prohibition signs for vehicles in motion are no longer applicable.



R-501. End of speed limitation. This indicates the place from where a previous maximum speed sign is no longer applicable.



R-502. End of the overtaking ban. This indicates the place from where a previous sign prohibiting overtaking is no longer applicable.



R-503. End of the overtaking ban for trucks. This indicates the place from where a previous sign prohibiting overtaking for trucks is no longer applicable.



R-504. End of limited parking area. This indicates the place from where a previous sign of limited parking area is no longer applicable.



R-505. End of cycle path. It indicates the place from where a previous cycle path sign is no longer applicable.



R-506. End of minimum speed. It indicates the place where an earlier minimum speed sign is no longer applicable.



Article 157 Format of regulatory signals

1. The shape, colour, design, symbols, meaning and dimensions of regulatory signs are those that appear in the official catalogue of traffic signs. The form, symbols and nomenclature are also included in Annex I of this regulation.
2. When the signals referred to in articles 151, 152, 153, 154 and 156 are luminous, it may be assumed that the symbols appear in white on a dark non-luminous background.

Subsection 3 Indication signs

Article 158 Object and types

1. The indication signs are intended to provide the user of the routes certain indications that may be useful.
2. Indication signals can be:
 - A) Signs of general indications.
 - B) Lane signs.
 - C) Service signs.
 - D) Orientation signs.
 - E) Complementary panels.
 - F) Other signals.
3. Complementary panels placed below an indication sign may express the distance between said sign and the place indicated. The indication of this distance may also appear, if applicable, in the lower part of the sign itself.

Article 159 Signs of general indications

The nomenclature and meaning of the signs of general indications are the following:

S-1. Autopista (motorway). It indicates the principle of a motorway and, therefore, the place from which special driving rules apply for this type of road. The symbol of this sign can announce the proximity of a motorway or indicate the branch of an intersection that leads to a motorway.



S-1 a. Autovía (motorway). It indicates the beginning of an autovía and, therefore, the place from which special rules of movement apply in this type of road. The symbol of this sign can announce the proximity of a carriageway or indicate the branch of an intersection that leads to a carriageway.



S-2. End of autopista . Indicates the end of an autopista.



S-2 a. End of autovia. Indicates the end of an autovia.



S-3. Road reserved for cars. Indicates the principle of a road reserved for automobile traffic.



S-4. End of road reserved for cars. Indicates the end of a road reserved for cars.



S-5. Tunnel. Indicates the beginning and possibly the name of a tunnel, an underpass or a section of track equated to a tunnel. It may carry the length of the tunnel in metres in its lower part.



S-6. End of tunnel. Indicates the end of a tunnel, an underpass or a section of road equivalent to a tunnel.



S-7. Recommended maximum speed. It recommends an approximate speed of movement, in kilometres per hour, which it is advisable not to exceed, even if the meteorological and environmental conditions of the road and movement are favourable. When placed under a hazard warning sign, the recommendation refers to the section in which the danger persists.



S-8. End of recommended maximum speed. Indicates the end of a section in which it is recommended to travel at no more than the speed in kilometres per hour indicated in the sign.



S-9. Recommended speed range. A recommendation to maintain the speed between the indicated values provided that the meteorological and environmental conditions of the road and movement are favourable. When placed under a hazard warning sign, the recommendation refers to the section in which the danger persists.



S-10. End of recommended range of speeds. Indicates the place from where a previous sign of interval advised speeds is no longer applicable.



S-11. One-way road. Indicates that, on the road that extends in the direction of the arrow, vehicles must drive in the direction indicated by it, and that driving in the opposite direction is prohibited.



S-11 a. One-way road with two lanes. Indicates that, on the road that extends in the direction of the arrows (two lanes), the vehicles must drive in the direction indicated by these, and that driving in the opposite direction is prohibited.



S-11 b. One-way road with three lanes. Indicates that, on the road that extends in the direction of the arrows (three lanes), the vehicles must drive in the direction indicated by these, and that driving in the opposite direction is prohibited.



S-12. Section of one-way road. Indicates that, in the stretch of road that extends in the direction of the arrow, vehicles must drive in the direction indicated by it, and that driving in the opposite direction is prohibited.



S-13. Pedestrian crossing. Indicates the presence of a pedestrian crossing.



S-14 a. Overpass for pedestrians. Indicates the presence of an overpass for pedestrians.



S-14 b. Underpass for pedestrians. Indicates the presence of an underpass for pedestrians.



S-15 a, b, c and d. Pre-signalling of road without exit. Indicates that, of the road that appears in the sign with a red box, the vehicles can only leave by the place of entrance.



S-16. Emergency braking area. Indicates the presence of an escape area of the road, conditioned so that a vehicle can be stopped in case of failure of its braking system.



S-17. Parking lot. Indicates a location where vehicle parking is authorised. An inscription or symbol, representing certain classes of vehicles, indicates that parking is reserved for those classes. An inscription with time indications limits the duration of the indicated parking.



S-18. Place reserved for taxis. Indicates the place reserved for the stopping and parking of empty and full taxis. The inscription of a number indicates the total number of spaces reserved for this purpose.



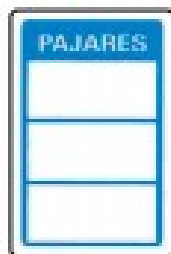
S-19. Bus stop. Indicates the place reserved for a bus stop.



S-20. Tram stop. Indicates the place reserved for tram stops.



S-21. Controlled stretch or mountain pass. Indicates section or section passage defined in the upper part of the sign.



S-21.1 a, b, c, d and e. Passable stretch or mountain pass. Panel 1 may go blank with the inscription "OPEN"; in this case, it indicates that all vehicles can move without restriction; in green, which indicates that the stretch is passable, although there is a ban on overtaking for trucks with a maximum authorised mass greater than 3,500 kilograms; yellow, which indicates that the stretch is passable, except for trucks with a maximum authorised mass greater than 3,500 kilograms and articulated vehicles, and cars and buses can drive at a maximum speed of 60 kilometres per hour; red, which indicates that the use of chains or special tires at a maximum speed of 30 kilometres per hour is mandatory in order to drive and that articulated vehicles, trucks and buses are prohibited; and in black with the inscription "CLOSED", which indicates that the road is impassable for any type of vehicle.



S-21.2 a, b, c and d. Passable stretch or mountain pass. Panel 2 will be white and may carry the following inscriptions: signal R-306 when panel 1 goes green; the signals R-106 and R-301 with the limitation to 60 kilometres per hour when panel 1 is yellow and signal R-107 with the inscription 3.5 tons and R-412 when panel 1 is red.



S-21.3 a and b. Passable stretch or mountain pass. Panel 3 can carry an inscription of the place from which the indications in panels 1 and 2 apply.



S-22. Change of direction at the same level. Indicates the proximity of a place where a change of direction can be made at the same level.



S-23. Hospital. It also indicates to drivers of vehicles the convenience of taking the precautions required by the proximity of medical establishments, especially that of avoiding the production of noise.



S-24. End of short-range lighting obligation (headlights). Indicates the end of a section in which headlights were mandatory and reminds us of the possibility to turn them off, provided that it is not imposed by circumstances of visibility, time or lighting of the road.



S-25. Change of direction at a different level. Indicates the proximity of an exit through which a change of direction can be made at a different level.



S-26 a, b and c. Output approach panels. It indicates on a highway, on a toll road or on a road for cars that the next exit is located, approximately, at 300 metres, 200 metres and 100 metres, respectively.

If the exit were on the left, the diagonal or diagonals would be descending from left to right and the signs would be placed to the left of the road.



S-27. Road assistance. Indicates the location of the nearest post or aid station from which assistance can be requested in case of accident or breakdown. The sign can indicate the distance to which it is located.



S-28. Pedestrianised street. Indicates specially prepared traffic areas that are primarily intended for pedestrians and where the following special traffic regulations apply: the maximum speed of the vehicles is set at 20 kilometres per hour and drivers must give priority to pedestrians. Vehicles can only be parked in places designated by signs or markings.



Pedestrians can use the entire road area. Games and sports are authorised in it. Pedestrians should not unnecessarily impede vehicle drivers.

S-29. End of pedestrianised street. Indicates that the general traffic rules are applied again.



S-30. 30-Zone. It indicates the area of specially conditioned traffic that is intended primarily for pedestrians. The maximum speed of the vehicles is set at 30 kilometres per hour. Pedestrians have priority.



S-31. End of 30-Zone. Indicates that the general traffic rules are applied again.



S-32. Toll. Indicates that the vehicle driving in the lane or lanes thus signalled can make the payment of the toll through the dynamic toll system or electronic toll collection, provided that they is provided with the technical means that enables its use.



S-33. Path suitable for cycling. Indicates the existence of a road for pedestrians and cycles, segregated from motorised traffic, and that runs through open spaces, parks, gardens or forests.



S-34. Siding in tunnels. Indicates the location of a place where the vehicle can be set aside in a tunnel, in order to clear the way.



S-34 a. Siding in tunnels. Indicates the location of a place where the vehicle can be set aside in a tunnel, in order to clear the way, which has an emergency telephone.

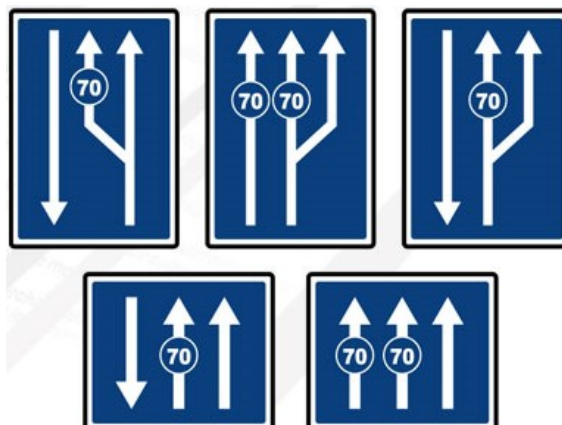


Article 160 Lane signs

Lane signs indicate special regulations for one or more road lanes.

The following can be cited:

S-50 a, b, c, d and e. Lanes reserved for traffic depending on the speed signalled. Indicates that the lane on which the minimum speed signal is located can only be used by vehicles travelling at a speed equal to or greater than the indicated speed, although if circumstances allow it, they must travel in the lane on the right. The end of the compulsory minimum speed will be established by the S-52 or R-506 signal.



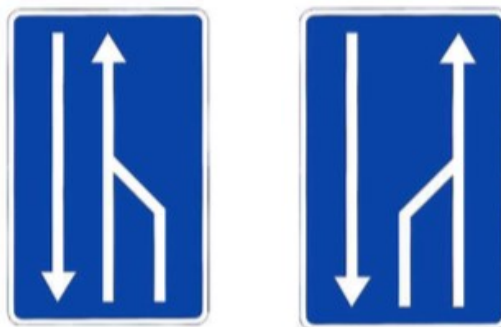
S-51. Lane reserved for buses. Indicates prohibition of drivers of vehicles that are not of collective passenger transport to drive in the indicated lane. When taxis are mentioned, it also authorises taxis to use this lane. In the sections in which the longitudinal white mark is constituted, on the outer side of this lane, by a dashed line, its general use is allowed exclusively to perform any manoeuvre other than stopping, parking, changing the direction of travel or overtaking, always leaving preference to buses and, where appropriate, to taxis.



S-52. End of lane. Pre-warning sign the lane that will cease to be usable, indicating the necessity of a lane change.



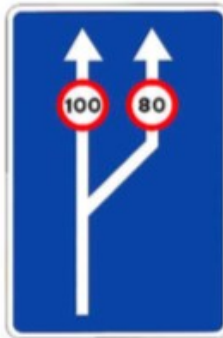
S-52 a and b. End of lane. Pre-warning sign, on a two-way road, that the lane will cease to be usable, and indicates the precise lane change.



S-53. Change from one to two lanes of traffic. It indicates, in a section with a single lane in a direction of travel that in the next section there will be two lanes in the same direction of movement.



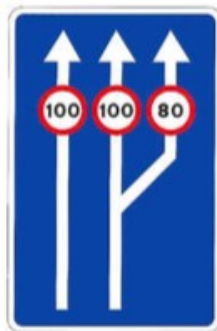
S-53 a. Change from one to two lanes of traffic with specification of the maximum speed in each of them. It indicates, in a section with a single lane of traffic in one direction, that in the next section it will now have two lanes in the same direction of movement. It also indicates the maximum speed that is allowed in each of them.



S-53 b. Change from two to three lanes of traffic. It indicates, in a section with two lanes in a direction of movement that in the next section there will be three lanes in the same direction of movement.



S-53 c. Change from two to three lanes of traffic with specification of the maximum speed in each of them. It indicates, in a section with two lanes in a direction of movement that in the next section there will be three lanes in the same direction of movement. It also indicates the maximum speed that is allowed in each of them.



S-60 a. Bifurcation to the left on a two-lane road. It indicates, in a road with two lanes of traffic in the same direction, that in the next section the lane on the left will fork towards that same side.



S-60 b. Bifurcation to the right on two lane road. It indicates, in a road with two lanes of traffic in the same direction, that in the next section the lane on the right will fork to that same side.



S-61 a. Bifurcation to the left on a three-lane road. It indicates, in a road with three lanes of traffic in the same direction, that in the next section the lane on the left will fork towards that same side.



S-61 b. Bifurcation to the right on a three-lane road. It indicates, on a road with three lanes of traffic in the same direction, that in the next section the right lane will fork to that same side.



S-62 a. Bifurcation to the left on a four-lane road. It indicates, in a road with four lanes of traffic in the same direction, that in the next section the lane on the left will fork towards that same side.



S-62 b. Bifurcation to the right on a four-lane road. It indicates, on a road with four lanes of traffic in the same direction, that in the next section the lane on the right will fork to that same side.



S-63. Bifurcation in four lane carriageway. It indicates, in a road with four lanes of traffic in the same direction, that in the next section the two lanes on the left will fork to the left and the two on the right to the right.



S-64. Bike lane or bicycle path attached to the road. Indicates that the lane on which the cyclist track signal is located can only be used by cycles. The arrows will indicate the number of lanes on the road, as well as their direction of movement.



Article 161 Service signs

The service signs report a service of possible use to road users. The meaning and nomenclature of the service signs are the following:

S-100. Aid station. It indicates the situation of a centre, officially recognised, where emergency aid can be performed.



S-101. Ambulance base. Indicates the situation of an ambulance in permanent service to cure and transfer injured persons in traffic incidents.



S-102. Vehicle technical inspection service. Indicates the situation of a vehicle inspection station.



S-103. Repair workshop. Indicates the situation of an auto repair shop.



S-104. Phone. Indicates the presence of a telephone set.



S-105. Fuel dispenser. Indicates the presence of a fuel pump or service station.



S-106. Repair workshop and fuel pump. Indicates the presence of a building that has a repair shop and a fuel pump.



S-107. Camp. Indicates the location of a place (site) where you can camp.



S-108. Water. Indicates the location of a fountain with water.



S-109. Picturesque place. It indicates a picturesque place or the place from which it is seen.



S-110. Hotel or motel. Indicate the presence of a hotel or motel.



S-111. Restaurant. Indicates the presence of a restaurant.



S-112. Coffee shop. Indicates the presence of a coffee shop.



S-113. Land for trailer-housing. It indicates the presence of a terrain where you can camp with trailer-housing (caravan).



S-114. Picnic. Indicates the place that can be used for the consumption of food or drinks.



S-115. Starting point for walking tours. Indicates an appropriate place to start hiking on foot.



S-116. Camp and land for trailer-housing. Indicates the presence of a place where you can camp with a tent or trailer-housing.



S-117. Youth hostel. Indicates the presence of a shelter whose use is reserved for youth organizations.



S-118. Tourist information. Indicates the presence of a tourist information office.



S-119. Fishing preserve. Indicates a section of the river or lake in which fishing is subject to special authorisation.



S-120. National Park. Indicates the presence of a national park whose name is not registered.



S-121. Monument. Indicates the presence of a historical or artistic work declared a monument.



S-122. Other services. Generic sign for any other service, which will be inscribed in the white box.



S-123. Rest area. Indicates the presence of a rest area.



S-124. Parking for rail users. It indicates the presence of a parking area connected to a railway station and intended mainly for the vehicles of the users who carry out part of their trip by private vehicle and the other by rail.



S-125. Parking for users of the underground railway. It indicates the presence of a parking area connected to an underground railway station and intended mainly for the vehicles of the users who carry out part of their trip in a private vehicle and the other in an underground railway.



S-126. Parking for bus users. It indicates the situation of a parking area connected to a bus station or terminal and intended mainly for the private vehicles of the users who carry out part of their trip by private vehicle and the other by bus.



S-127. Service area. Indicates on a highway or carriageway the location of a service area.



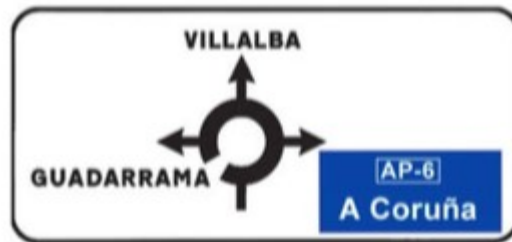
Article 162 Orientation signs

1. Orientation signs are subdivided into: pre-signposting signs, direction signs, road identification signs, location signs, confirmation signs and signs of specific use in the town.

2. Pre-signalling signs should be placed at a suitable distance from the intersection so that their efficiency is maximum, both day and night, taking into account the road and traffic conditions, especially the usual speed of the vehicles and the distance to the sign that is visible. This distance may be reduced to 50 metres in populated areas but must be at least 500 metres on highways and toll roads. These signs may be repeated. The distance between the sign and the intersection may be indicated by means of a complementary panel placed above the sign; that distance may also be indicated at the top of the sign itself.

The nomenclature and meaning of the pre-signposting signs are the following:

S-200. Pre-signposting of a roundabout. Indicates the directions of the different exits of the next roundabout. If any inscription appears on a blue background, it indicates that the exit leads to a toll road or motorway.



S-220. Pre-signposting of directions towards a conventional road. It indicates, on a conventional road, the directions of the different branches of the next intersection when one of them leads to another conventional road.



S-222. Destination sign towards a motorway or toll road. It indicates, on a conventional road, the directions of the different branches of the next intersection when one of them leads to a motorway or a toll road.



S-222 a. Pre-signposting of directions to a motorway or a toll road and its own direction. It indicates, on a conventional road, the directions of the different branches of the next intersection when one of them leads to a motorway or toll road. It also indicates the destination direction of the conventional road.



S-225. Pre-signposting of directions on a motorway or a toll road to any highway. Indicate the directions of the different branches at the next intersection on a motorway or toll road. It also indicates the distance, the junction number and, if applicable, the letter of the junction and branch.



S-230. Signs on a conventional road to another conventional road. Indicates the destinations of the branch of the next exit and the distance to which it is located.



S-230 a. Signs on a conventional road to another conventional road and its own direction. Indicates the directions of the branch of the next exit and the distance to which it is located. It also indicates the destination direction of the conventional road.



S-232. Signs on a conventional road towards a motorway or toll road. Indicates the directions of the branch of the next exit and the distance to which it is located.



S-232 a. Signs on a conventional road towards a motorway or toll road and its direction. Indicates the directions of the branch of the next exit and the distance to which it is located. It also indicates the destination direction of the conventional road.



S-235. Signs on a motorway or toll road towards any road. Indicate the directions of the branch of the next exit, the distance to which it is located and the number of the junction.



S-235 a. Signs on a motorway or toll road to any road and direction. Indicates the directions of the branch of the next exit, the distance to which it is located and the number of the junction. It also indicates the destination direction of the motorway or toll road.



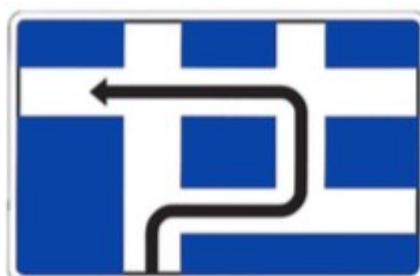
S-242. Motorway or toll road pre-signposting of two exits very close to any road. It indicates the directions of the branches of the two consecutive exits of the motorway or toll road, the distance, the number of the junction and the letter of each exit.



S-242 a. Motorway or toll road pre-signposting of two exits very close to any road and direction. It indicates the directions of the branches of the two consecutive exits of the motorway or toll road, the distance, the number of the junction and the letter of each exit. It also indicates the destination direction of the motorway or toll road.



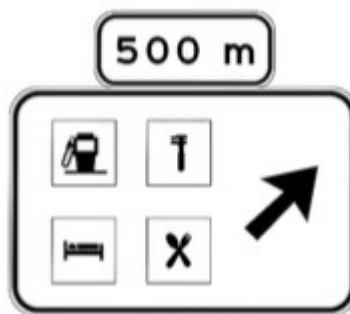
S-250. Pre-signposting for route. Indicate the route that must be followed to take the direction indicated by the arrow.



S-260. Pre-signposting for lanes. Indicates the only directions allowed in each lane, at the next intersection, for users travelling through the indicated lanes.



S-261. Pre-signposting in a conventional road of zone or service area. Indicates, on a conventional highway, the proximity of an exit to an area or service area.



S-263. Motorway or toll road pre-signposting of an area or service area with a shared exit. Indicates, on a motorway or toll road, the proximity of an exit to an area or service area, and that it coincides with an exit to one or more towns.



S-263 a. Motorway or toll road pre-signposting of a zone or service area with an exclusive exit. Indicates, on motorway or toll road, the proximity of an exit to an area or service area.



S-264. Pre-signposting on a conventional road of a service road. Indicates, on a conventional highway, the proximity of an exit to a service road from which the indicated services can be accessed.



S-266. Pre-signposting on a motorway or toll road of a service road, with a shared exit. It indicates, on a motorway or toll road, the proximity of an exit to a service road from which the indicated services can be accessed, and that this coincides with an exit to one or several towns.



S-266 a. Pre-signposting on a motorway or toll road of a service road, with an exclusive exit. Indicates, on a motorway or toll road, the proximity of an exit to a service road from which the indicated services can be accessed.



S-270. Pre-signposting of two nearby exits. Indicates the proximity of two consecutive outputs among which, due to the lack of sufficient distance between them, it is not possible to install other individual orientation signals for each exit.



The letters or, as the case may be, the numbers correspond to those of the immediately preceding pre-signposting signals.

S-271. Pre-signposting of service areas. Indicates, on motorways and toll roads, the exit to a service area.

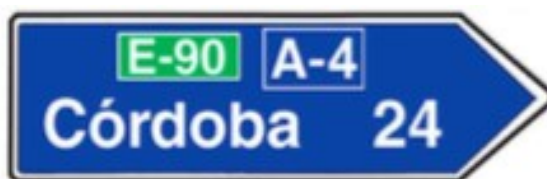


3. The meaning and nomenclature of the direction signs are the following:

S-300. Localities within a conventional road route. It indicates the names of towns located on a route constituted by a conventional road and the direction by which they are reached. The box located inside the signal defines the category and number of the road. The figures inscribed within the sign indicate the distance in kilometres.



S-301. Localities reached by motorway or toll road. Indicates the names of towns located on a route constituted by a motorway or toll road and the route by which they are reached. The box located inside the sign defines the category and number of the road. The figures inscribed within the sign indicate the distance in kilometres.



S-310. Localities reached by varying routes. Indicates the roads and towns that are reached in the direction indicated by the arrow.



S-320. Places of interest reached by conventional road. Indicates places of general interest that are not populations located in a route consisting of conventional roads. The figures inscribed within the sign indicate the distance in kilometres.



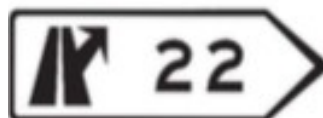
S-321. Places of interest reached by motorway or toll road. Indicates places of interest that are not towns located on a route consisting of a motorway or toll road. The figures inscribed within the sign indicate the distance in kilometres.



S-322. Sign pointing towards a bicycle path. Indicates the existence in the direction pointed by the arrow of a cycle path. The figures written within the sign indicate the distance in kilometres.



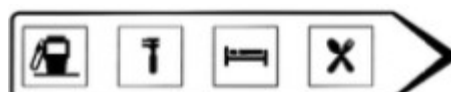
S-341. Sign pointing towards an immediate exit to conventional road. Indicates the place of departure of a motorway or carriageway to a conventional road. The figure indicates the number of the junction that corresponds to the kilometric point of the road.



S-342. Sign pointing towards an immediate exit to a motorway or toll road. Indicates the place of departure of a motorway or toll road to another motorway or toll road. The figure indicates the number of the junction that corresponds to the kilometric point of the road.



S-344. Sign pointing towards an immediate exit to an area or service road. Indicates the place of departure of any road to an area or service road.



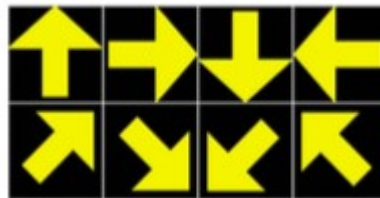
S-347. Sign pointing towards to an area or service road, with shared exit to a motorway or toll road. Indicates the place of departure of any road to an area or service road, and that this coincides with an exit to a motorway or toll road.



S-348 a. Sign pointing towards a diversion. It indicates that, by the provisional diversion route and in the direction indicated by the arrow, the destination that appears on the sign is reached.



S-348 b. Sign of variable destination. Indicates that in the direction pointed to by the arrow the destination that appears in the sign is reached.



S-350. Sign on a lane, on conventional roads. Immediate departure to a conventional road. Indicates, on a conventional road, the place where the exit branch starts, the directions that are reached by the immediate exit by a conventional road and, depending upon the case, the number.



S-351. Sign on the lane on motorways and toll roads. Immediate departure to a conventional road. It indicates the place where the exit branch of any motorway starts, the destinations that are reached by the immediate exit by a conventional road and, if it is the case, the number. It also indicates the number and, if applicable, the letter of the junction and branch.



S-354. Sign on the lane, on conventional roads. Immediate exit to motorway or toll roads. Indicates, in the place where the exit branch starts, the directions that are reached by the immediate exit by a motorway or a toll road and, where appropriate, the number.



S-355. Sign on the lane on motorways and toll roads. Immediate exit to motorway or toll road. Indicates, in the place where the exit branch starts, the directions that are reached by the immediate exit by a motorway or toll road and, where appropriate, the number. It also indicates the number and, if applicable, the letter of the junction and branch.



S-360. Signs on the lane on conventional roads. Immediate exit to conventional roads and their direction. It indicates, on a conventional road, the directions that are reached by the immediate exit to another conventional road. It also indicates the destination direction of the conventional road and its number.



S-362. Signs on the lane on conventional roads. Immediate exit to motorways or carriageways and their directions. It indicates, in a conventional road, the directions that are reached by the immediate exit towards a motorway or toll road. It also indicates the destination direction of the conventional road.



S-366. Signs on the lane on motorways or toll roads. Immediate exit to conventional road and direction. Indicates, on a motorway or a toll road, the directions that are reached by the immediate exit to a conventional road, as well as the number of the junction and, where appropriate, the letter of the branch. It also indicates the destination direction of the motor or the toll road.



S-368. Signs on the lane on motorways or toll roads. Exit towards motorways or toll roads and their direction. Indicates, on a motorway or toll road, the directions that are reached by the immediate exit to a motorway or toll road, as well as the number of the junction and, where appropriate, the letter of the branch. It also indicates the destination direction of the motorway or toll road.



S-371. Road signs on conventional roads. Two immediate exits very close to conventional roads and its direction.



S-373. Signs on the lane on motorways or toll roads. Two immediate exits very close to conventional roads and their directions. It indicates the directions of the branches of the two consecutive exits of the motorway or toll road, the distance of the second, the number of the junction and the letter of each exit. It also indicates the destination direction of the motorway or toll road.



S-375. Signs on the roadway on a motorways or toll roads. Two immediate exits very close to motorways or toll roads and their direction. It indicates the directions of the branches of the two consecutive exits of the motorway or toll road, the distance of the second, the number of the junction and the letter of each exit. It also indicates the destination direction of the motorway or toll road.



4. Signs destined to identify the routes, either by their number, composed in figures, letters or a combination of both, or by their name, will be constituted by this number or this name framed in a rectangle or in a shield. They have the following nomenclature and meaning:

S-400. European route. Identifies route within the European network.



S-410. Motorway and toll roads. Identifies a motorway or toll road. When this is of regional scope, in addition to the letter A and after the corresponding number or on top of the sign with a complementary panel, the acronym of identification of the autonomous community may be included. No road that does not have motorway or toll road characteristics may be identified with the letter A. When the motorway or toll motorway is a ring road or bypass, the letter A may be replaced by the letters indicating the city, in accordance with the code established for that purpose by the Ministries of Development and Interior.



S-410 a. Toll motorway. Identifies a toll road.



S-420. Road that forms part of the general state road network. Identifies a road in the general state network that is not a motorway or toll road.



S-430. First level regional road. Identifies a road of the first level that is not a motorway or toll road, belonging to the autonomic network of the community to which the acronyms of identification correspond.



S-440. Second level autonomous road. Identifies a road of the second level that is not a motorway or toll road, belonging to the autonomic network of the community to which the acronyms of identification correspond.



S-450. Third level regional road. Identifies a third level road, that is not a motorway or a toll road, belonging to the autonomous community network to which the identification acronym corresponds.



5. Location signs may be used to indicate the boundary between two regions or the boundary between two administrative divisions of the same region or the name of a town, a river, a port, a place or other circumstance of a similar nature.

The nomenclature and meaning of the localisation signs are the following:

S-500. Entrance to a populated area. It indicates the place where the rules of driving behaviour concerning towns begin.



S-510. End of a populated area. It indicates the place where the rules of driving behaviour relative to the town are no longer applicable.



S-520. Situation of characteristic point of the road. Indicates a place of general interest on the road.



S-540. Province border. Indicates the place from which the road enters a province.



S-550. Boundaries of an autonomous community. Indicates the place from which the road enters an autonomous community.



S-560. Boundaries of an autonomous community and province. Indicates the place from which the road enters an autonomous community and province.



S-570. Milestone on highway. Indicates the kilometric point of the motorway whose identification appears at the top.



S-570 a. Milestone on toll road. Indicates the kilometric point of the toll road whose identification appears at the top.



S-571. Milestone on a motorway and toll road, which is also part of a European route. Indicates the kilometre point of the motorway or toll road that is also part of a European route, whose identification appears at the top of the sign.



S-572. Milestone on a conventional road. Indicates the kilometric point of a conventional road whose identification appears in the upper part on the background of the colour that corresponds to the road network to which it belongs.



S-573. Milestone in the European route. Indicates the kilometre point of a conventional road and that is part of a European route, whose letters and numbers appear at the top of the sign.



S-574. Milestone on a motorway or toll road. Indicates the kilometre point of a motorway or toll road when it represents a multiple of 10.



S-574 a. Landmark frequency on a conventional road. Indicates the kilometric point of a conventional road on multiples of 10.



S-574 b. Landmark frequency on a toll road. Indicates the kilometric point of a toll road on multiples of 10.



S-575. Landmark frequency. Indicates the kilometric point of a road that is not a motorway or toll road on multiples of 10. Its colour will correspond to the network that the road forms a part of.



6. Confirmation signs are intended to remind drivers of the direction of the road when the competent authorities deem it necessary, like at the exits to important towns.

When distances are indicated, the figures that express them will be placed after the name of the locality. Its nomenclature and meaning are the following:

S-600. Confirmation of populated areas on a conventional road route. Indicates, on a conventional road, the names of and distances in kilometres to the towns expressed.



S-602. Confirmation of populated areas on a route on a motorway or toll road. Indicates, on a motorway or toll road, the names and distances in kilometres to the towns expressed.



7. The signs specifically used in towns are constituted by modules, used jointly or separately, whose common purpose is to communicate that the places to which they refer are reached by following the direction marked by the arrow, and whose respective nomenclature and meaning are the following:

S-700. Places on the urban road network. Indicates the names of streets, avenues, squares, roundabouts or any other point on the road network.



S-710. Places of interest for travellers. Indicates places of interest for travellers, such as stations, airports, port embarkation areas, hotels, camps, tourist offices and Automobile Clubs.



S-720. Places of sporting or recreational interest. Indicates the places where a sporting or recreational activity takes place.



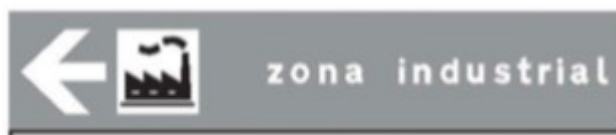
S-730. Places of geographical or ecological interest. Indicates places of geographical or ecological interest.



S-740. Places of monumental or cultural interest. Indicates places of monumental, historical, artistic or, in general, cultural interest.



S-750. Areas of industrial use. Indicates areas with significant interest to commercial vehicles, goods and, in general, heavy industrial traffic.



S-760. Motorways and toll roads. Indicates motorways and toll roads and the places which can be accessed through them.



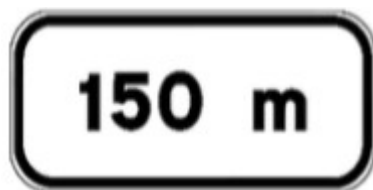
S-770. Other places and roads. Indicates roads that are not motorways or toll roads, the towns that can be accessed by them, as well as other places of public interest not included in signs S-700 to S-760.



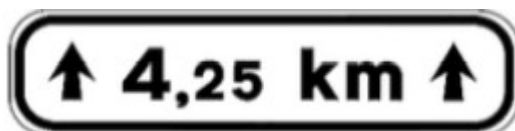
Article 163 Supplementary panels

The additional panels specify the meaning of the sign they supplement. Their nomenclature and meaning are the following:

S-800. Distance to the beginning of the danger or limitation. Indicates the distance from the place where the sign is to the place where the danger begins or the limitation of that one begins to govern. If it is placed under the hazard warning sign due to road narrowing, it may indicate the free width of said narrowing.



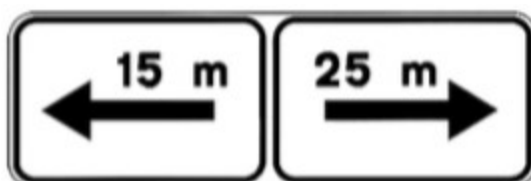
S-810. Length of the dangerous section or subject to limitation. Indicates the length of the danger or limitation.



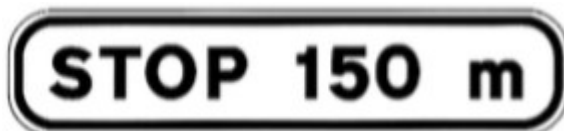
S-820 and S-821. Extension of the prohibition, on one side. Placed under a prohibition sign, it indicates the distance in which this prohibition applies in the direction of the arrow.



S-830. Extension of the prohibition, on both sides. Placed under a prohibition sign, it indicates the distances in which this prohibition applies in each direction indicated by the arrows.



S-840. Warning for mandatory stop. Placed under the give way sign, it indicates the distance to which the mandatory stop sign at the next intersection is located.



S-850 to S-853. Priority route. Additional panel of R-3 sign, which indicates the route with priority.



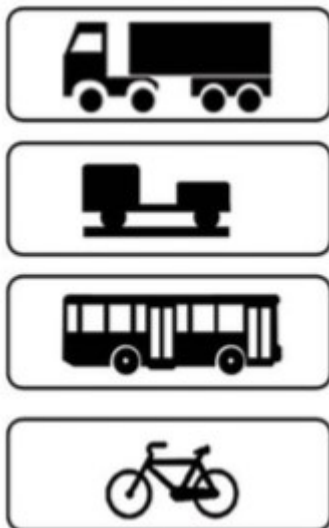
S-860. Generic. Panel for any other clarification or delimitation of the sign or traffic light under which it is placed.



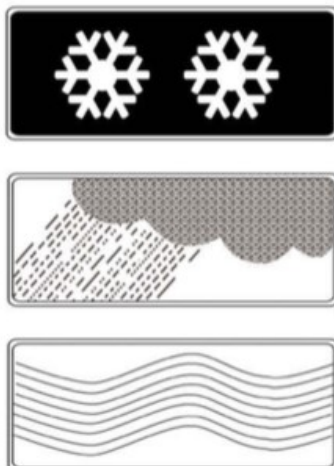
S-870. Application of signage. It indicates, under the prohibition or limitation sign that the sign refers exclusively to the output branch whose direction coincides approximately with that of the arrow. Placed under another sign, it indicates that it only applies to the output branch.



S-880. Application of signage to certain vehicles. It indicates, under the corresponding vertical sign, that the sign refers exclusively to the vehicles that appear on the panel, and that they can be trucks, vehicles with trailers, buses or cycles.



S-890. Complementary panel of a vertical sign. Indicates, under another vertical sign, that this refers to the circumstances that are indicated in the panel such as snow, rain or fog.



Article 164 Other signs

Other indication signs are the following:

S-900. Fire danger. Warns of the danger of lighting a fire.



S-910. Extinguisher. Indicates the location of a fire extinguisher.



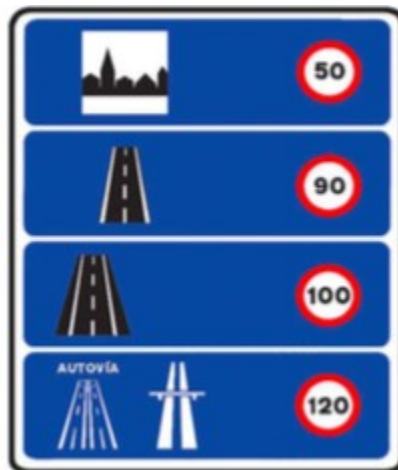
S-920. Entry to Spain. Indicates that you have entered Spanish territory by a road from another country.



S-930. Confirmation of the country. Indicates the name of the country to which the road is going. The figure at the bottom indicates the distance at which the border is located.



S-940. Speed limits in Spain. Indicates the generic speed limits in the different road classes and urban areas in Spain.



S-950. Radio frequency of specific information broadcasters on roads. Indicates the frequency to which the radio frequency receiver must be connected in order to receive information.



S-960. Emergency telephone. Indicates the location of an emergency telephone.



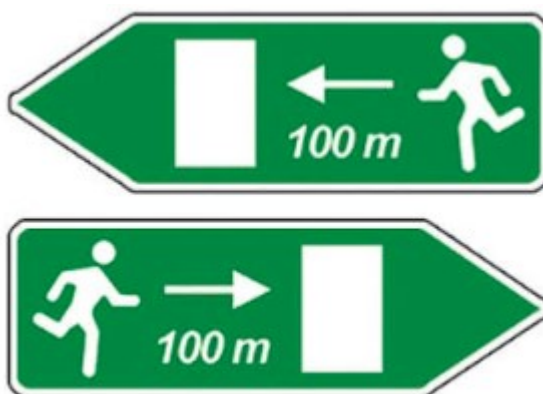
S-970. Siding. Indicates that there is a fire extinguisher and emergency telephone in a lay-by.



S-980. Emergency exit. Indicates the situation of an emergency exit.



S-990. Arrow to indicate emergency sign in tunnels. Indicates the direction and distance to an emergency exit.



Article 165 Format of indication signs

The shape, colour, design, symbols, meaning and dimensions of the indication signs are listed in the official catalogue of road signs. The form, symbols and nomenclature of the corresponding signs are also included in Annex I of this regulation.

SECTION 5 ROAD MARKS

Article 166 Object and classes

1. Marks on the carriageway, or road markings, are intended to regulate traffic and warn or guide road users, and can be used alone or with other types of signs, in order to strengthen or specify their indications.

2. The road markings can be: longitudinal white markings, cross-sectional white markings, horizontal circulation signs, other markings and inscriptions in white and markings in other colours.

Article 167 Longitudinal white lines

The system and the meaning of the longitudinal white lines are the following:

A) Continuous longitudinal line. A longitudinal line consisting of a continuous line on the road means that no driver with their vehicle or animal must cross it or drive with their vehicle over it, when the line separates the two directions of movement, drive on the left of it.



A longitudinal line consisting of two continuous lines attached has the same meaning.



Remember that you can pass a continuous line to overtake cyclists, animals, pedestrians and stopped vehicles, as long as traffic does not come in the opposite direction.



A continuous white line on the roadway can also indicate the existence of a special lane, and drivers of the vehicles that are in the special lane can pass outside it with the necessary precautions to leave it when required by the manoeuvre or where they intend to go. In this case, the line is noticeably wider than usual.



B) Broken longitudinal line. A broken line on the road is intended to guide the movement of vehicles within lanes, and means that no driver should cross it, except when necessary and the traffic flow allows it, on roads with narrow lanes (less than three metres wide).



It can also be intended for:

1. Advising the driver approaching a longitudinal line too what is not allowed by this white line or that a section or road presents a greater risk; in these cases, the separation between the lines of the line is noticeably shorter than usually.

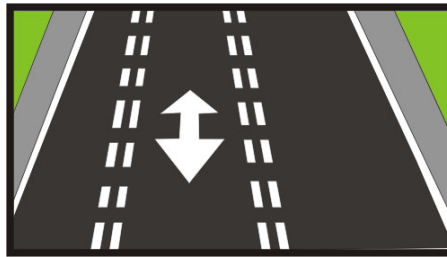


Or

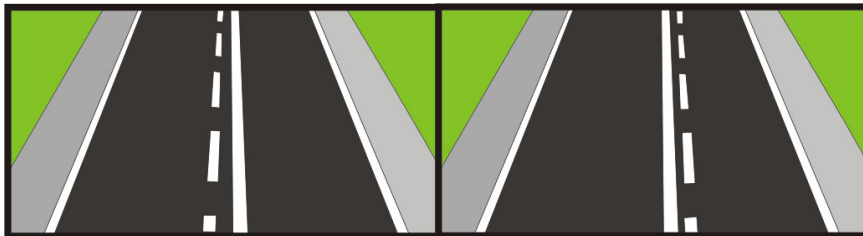
2. Indicating the existence of a special lane (for certain types of vehicles, when they enter or exit); in this case the lines are significantly wider than usual.



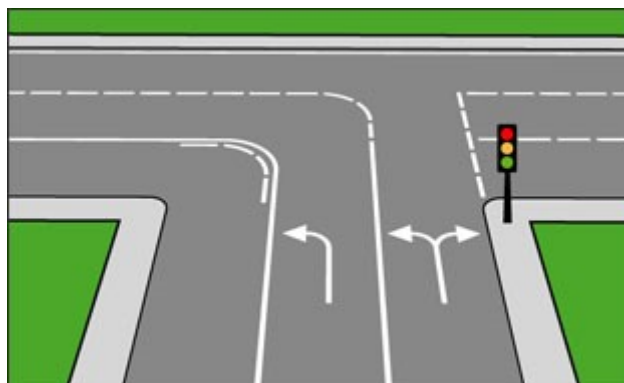
C) Double broken longitudinal white lines. The unusual case of double broken lines, means the lane is reversible, that is to say, the traffic can flow in both directions, say by lane traffic lights or other means.



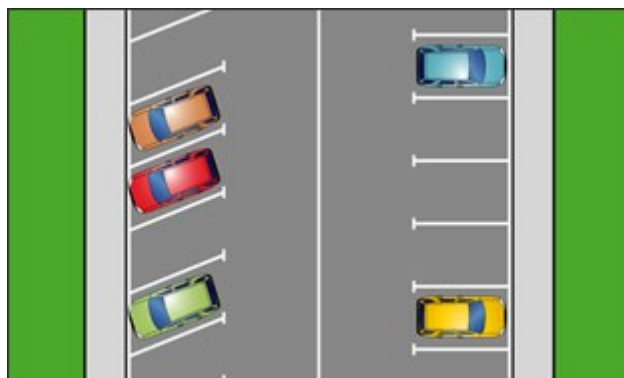
D) Continuous longitudinal white lines alongside broken ones. In the event of one side of the double line being broken, drivers should take into account the line on the side of the lane in which they are driving, thus vehicles on that side of the lane are allowed to cross the line if necessary, but the vehicles on the side of the lane where it is solid are not permitted to cross. When these marks change meaning, this does not mean that drivers carrying out an overtaking manoeuvre must return to their normal place in their own lane.



E) Guide marks at an intersection. They tell drivers how to perform a certain manoeuvre at an intersection.



F) Edge and parking lines. For the purposes of this article, the lines marking the edges of the road and parking places are not considered longitudinal lines.

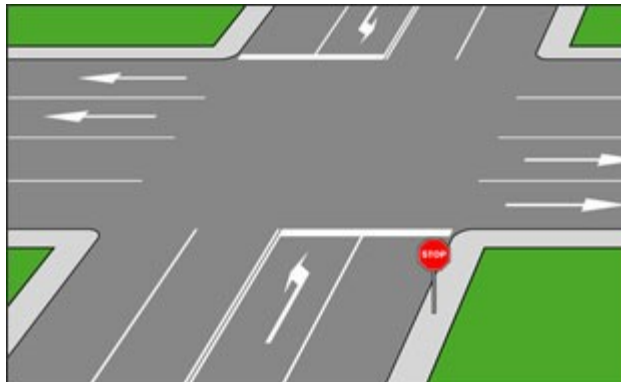


Article 168 Stop white lines

The system and meaning of stop white lines are the following:

A) Solid stop line. A solid line, arranged across the width of one or more lanes indicates that no vehicle or animal or its load must cross that lane unless the obligations of the road are complied with adhering to the obligation imposed by a horizontal or vertical stop sign, a stop sign where it is forbidden to carry on without stopping, a pedestrian crossing indicated by road markings, a traffic light or a stop sign made by traffic police or by the existence of a level crossing or bridge.

If, due to exceptional circumstances, there is not enough visibility from the stop sign, the driver must stop where they have visibility, without endangering any road user.



B) Broken stop line. A dashed line along the width of one or more lanes is a stopping line that indicates that, except in abnormal circumstances that visibility is difficult, no vehicle or animal must cross it, they have to give way, in compliance with the obligation imposed by a vertical or horizontal signal of «Give way,» by a green arrow of a traffic light, or when the obligations of the driver to stop are as per the rules governing those signs or signals.



C) Give way line for pedestrians. A series of lines of wide width lines arranged in parallel to the axis of the road and forming a transverse set to the same width, indicate a pedestrian crossing, where the drivers of vehicles or animals must allow pedestrians to cross. Lines of other colours alternated with white cannot be used.



D) Cycle Crossing. A cross consisting of two parallel broken lines on the road indicates a cycle path, where they have preference.



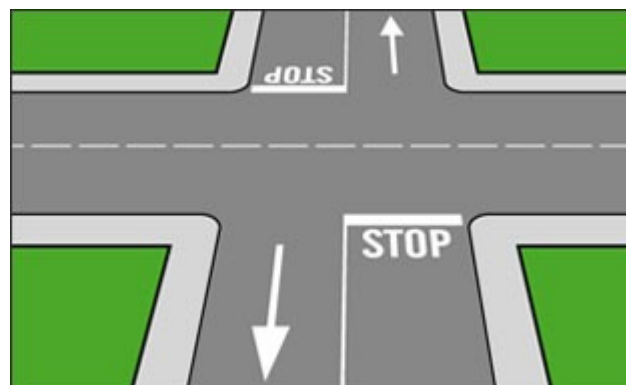
Article 169 Horizontal signs of circulation

The system and meaning of horizontal traffic signs is as follows:

A) Give Way. An inverse triangle marked on the road indicates the obligation at the next intersection to give way to other vehicles. If the aforementioned triangle is located in a lane marked by longitudinal white lines, the previous obligation refers only for the vehicles in that lane.



B) Mandatory stop. The symbol "stop", marked on the road, indicates to the driver the obligation to stop their vehicle at or the stop line or, if it does not exist, immediately before the road to which the vehicle is approaching, and to give way to the vehicles on that road. If the aforementioned symbol is placed within a lane, the obligation only refers to the vehicles in that lane.



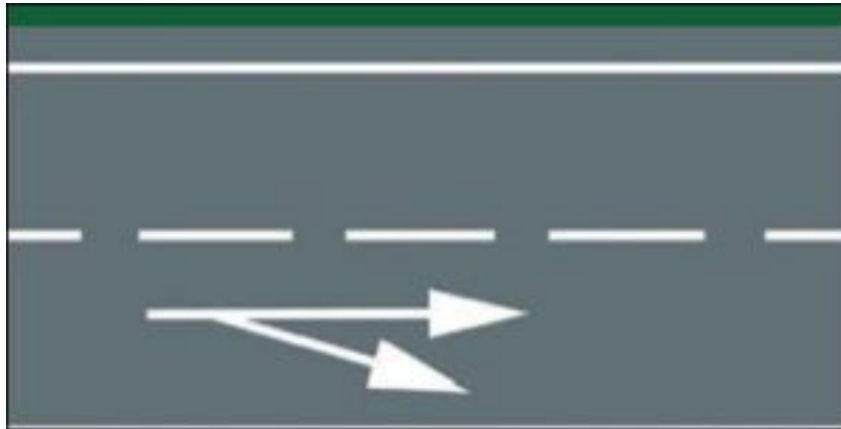
C) Speed limit sign. Indicates that no vehicle must exceed the speed in kilometres per hour. If the figure is located within a lane, the prohibition only applies to that lane.



D) Lane arrow. An arrow located within the confines of a lane indicates that every driver must follow the direction indicated by the arrow, or one of the directions. If your intention is to continue in a direction other than where the arrow points you must instigate the necessary safe procedure to move into the correct lane.



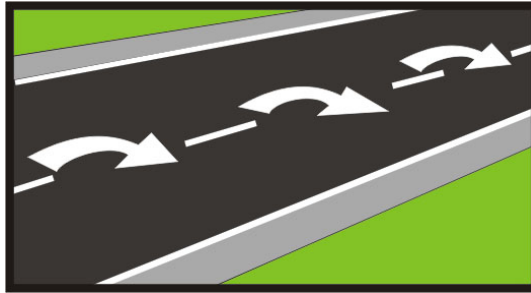
E) Double arrow. Indicates to the drivers the place where they can start the lane change to take an exit and that the lane may be used by a vehicle continuing on the main carriageway.



F) End of lane arrow. It indicates that the lane in which it is located ends soon and its indication must be followed.



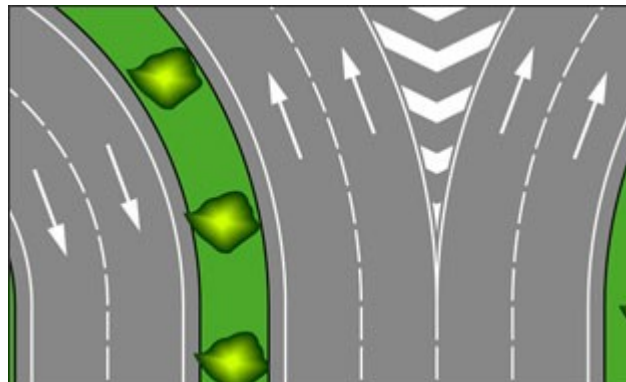
G) Curved arrow. An arrow, located approximately on the axis of a road with two directions of traffic and pointing to the right, indicates the approach of a continuous line that separates traffic and therefore vehicles such as those overtaking must return to their correct lane as soon as it is safe.



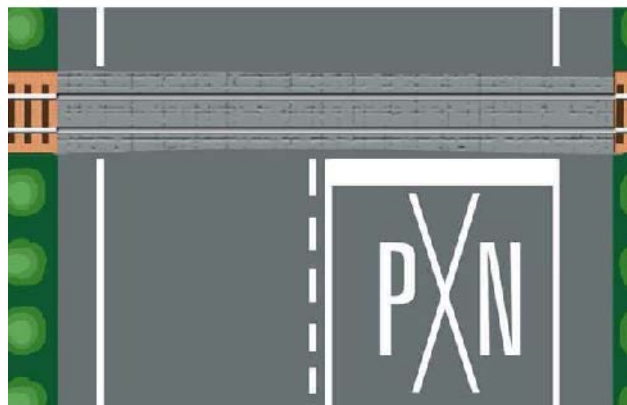
Article 170 Other marks and inscriptions in white

The system and meaning of other brands and inscriptions in white are the following:

A) Fork. Announces to the driver that they are approaching a fork in the road, with a possible readjustment of the total number of lanes before and after it.



B) The letters "P" and "N" indicate the proximity of a level crossing.



C) Reserved lanes. Indicates that a lane or area of the road are reserved, temporarily or permanently, for a particular type of vehicles such as buses (bus), taxis and cycles.



D) Start mark of reserved lane. Indicates the beginning of a lane reserved for certain vehicles.



E) Cyclist track mark. Indicates a cycle path or cycle path.



F) Lines and parking marks. They show the places or zones of parking, as well as how vehicles must occupy them.



G) Chevrons. An area marked by parallel oblique strips framed by a continuous line means that no driver must enter with their vehicle or animal in the aforementioned area, except when forced to do so.





H) Roadway edge line. This makes the edge of the road more visible.



I) Other white markings or inscriptions on the road repeat signal indications or provide users with useful indications.



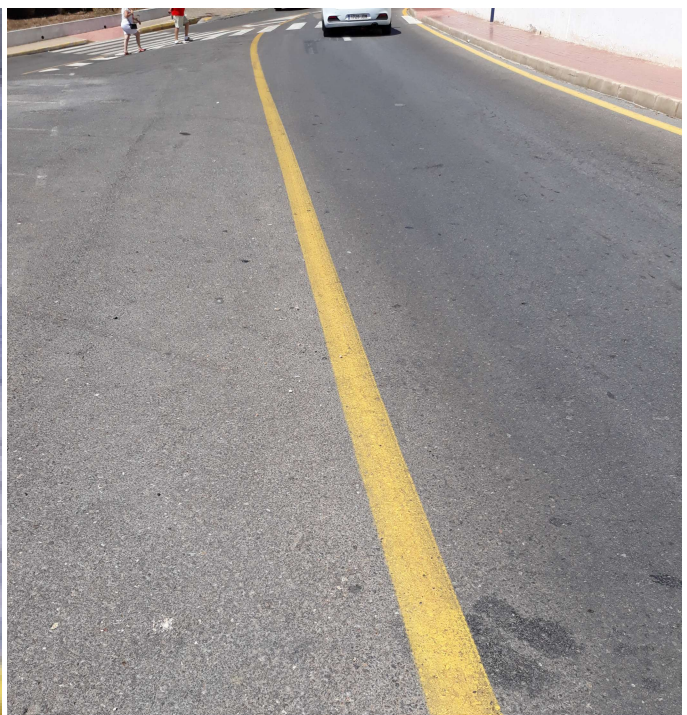
Article 171 Marking of other colours

The nomenclature and meaning of road markings of other colours are the following:

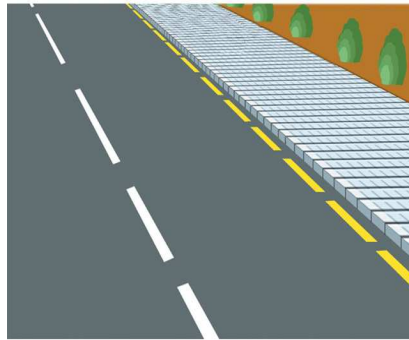
A) Yellow zigzag marking. Indicates the place of the road where parking is prohibited to vehicles in general, because it is reserved for a special use that does not permit the long stay of any vehicle. It will generally be used in bus stop areas (no parking) or for the loading and unloading of vehicles.



B) Continuous longitudinal yellow marking. A continuous yellow line, on the curb or along the edge of the road, means that stopping and parking are prohibited or subject to some temporary restriction, indicated by signs, along the entire length of the line and on that particular side.



C) Discontinuous longitudinal yellow mark. A dashed yellow line, on the curb or along the edge of the road, means that parking is prohibited or subject to some temporary restriction, indicated by signs, on the entire length of the line and on the side on which it is painted.



D) Grid of yellow marks. A set of intersecting yellow lines reminds drivers of the prohibition established in article 59.1.



E) White and red grid. A grid of white and red markings indicates the place where an emergency braking zone begins and prohibits stopping, parking or using this part of the road for other purposes.



F) Blue marks. Markings that restrict the places where the parking is allowed that are blue instead of the normal white colour indicate that, in certain periods of the day, the duration of the authorized parking is limited.





Article 172 Format of road markings

The shape, colour, design, symbols, meaning and dimensions of the road markings are included in the official catalogue of road signs. The form, symbols and nomenclature of the corresponding marks are also included in Annex I of this regulation.

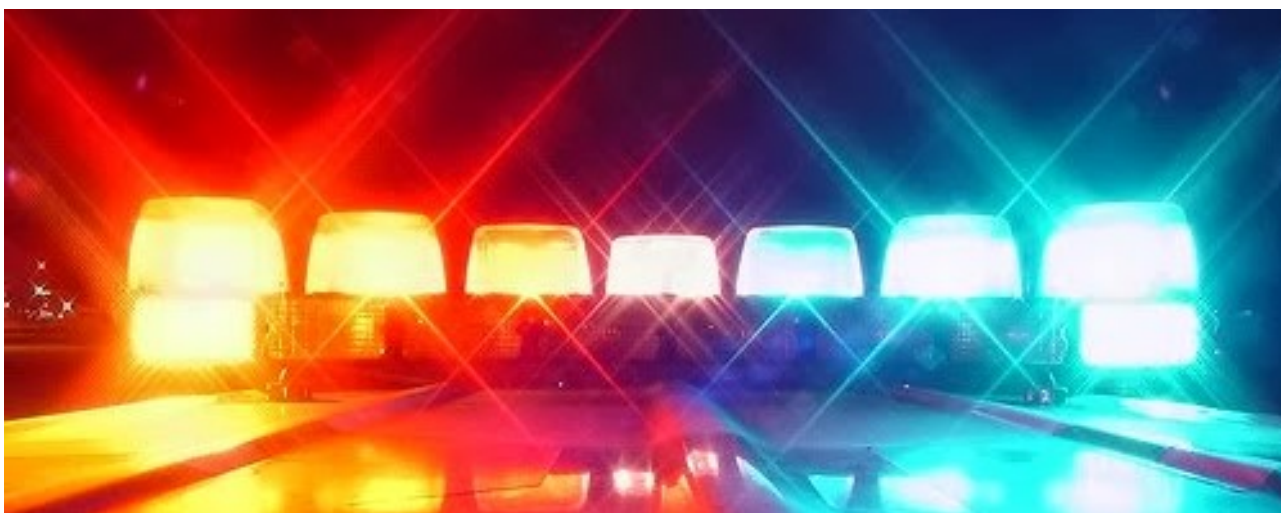
TITLE V Signs on vehicles

Article 173 Object, meaning and classes

1. Signs on vehicles are intended to inform the users of the road of certain circumstances or characteristics of the vehicle on which they are placed, the service provided, the load transported or about the driver.

2. Regardless of those required by other specific regulations, the nomenclature and meaning of the signs on the vehicles are the following:

V-1. Priority vehicle. Indicates that it is a vehicle of the police, fire fighters, civil protection and rescue or health care services, in urgent service, if it is used simultaneously with the special acoustic warning device, which regulations governing vehicles are equipped with.



V-2. Vehicles for road works or services, agricultural tractors, agricultural machinery, other special vehicles, special transportation and military convoys. Indicates that it is a vehicle of this class, in service, a special transportation or military convoy.





V-3. Police vehicle. Indicates a vehicle of this class in non-emergency service.

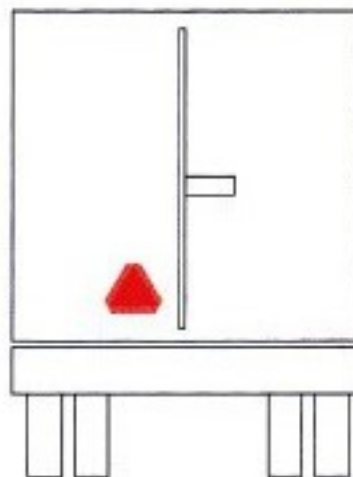




V-4. Speed limit. Indicates that the vehicle must not travel at a higher speed, in kilometres per hour, than the figure shown in the signal.



V-5. Slow vehicle. Indicates that it is a motor vehicle, or set of vehicles, which, by construction, cannot exceed the speed of 40 kilometres per hour.

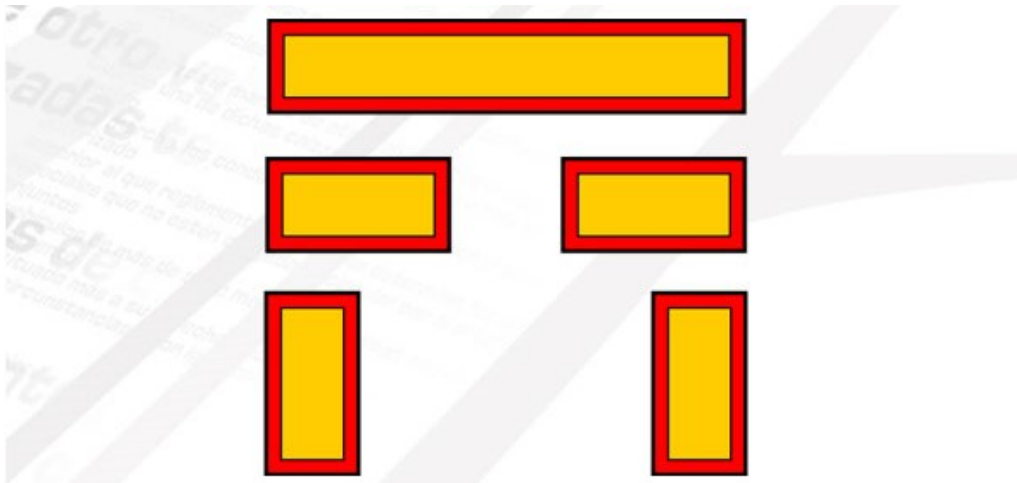


Position of the plate



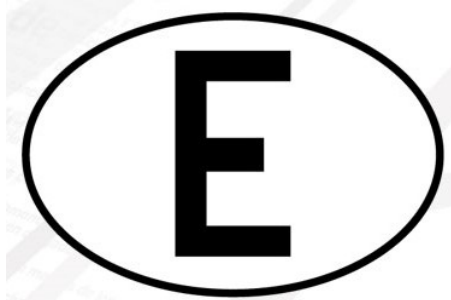
This signal, which will be installed in the rear part of the vehicle, will be optional for motor vehicles or groups of vehicles that must carry the V-4 speed limitation signal.

V-6. Long vehicle. Indicates that the vehicle or set of vehicles has a length greater than 12 metres.





V-7. Spanish nationality. Indicates that the vehicle is registered in Spain.



If you have a vehicle with a Spanish licence plate of the old format without the European logo, you will have to paste, on the back of the vehicle, the V-7 "E" sticker corresponding to Spain, to identify the country of origin of the vehicle when you travel outside of Spain.

V-8. Foreign nationality. Indicates that the vehicle is registered in the country to which the acronym it contains corresponds, and that the installation of this is mandatory in order to travel through Spain.



If you have a foreign vehicle with the license plate that lacks the European logo, you must affix the sticker of your country on the back to indicate the country of origin of that vehicle.

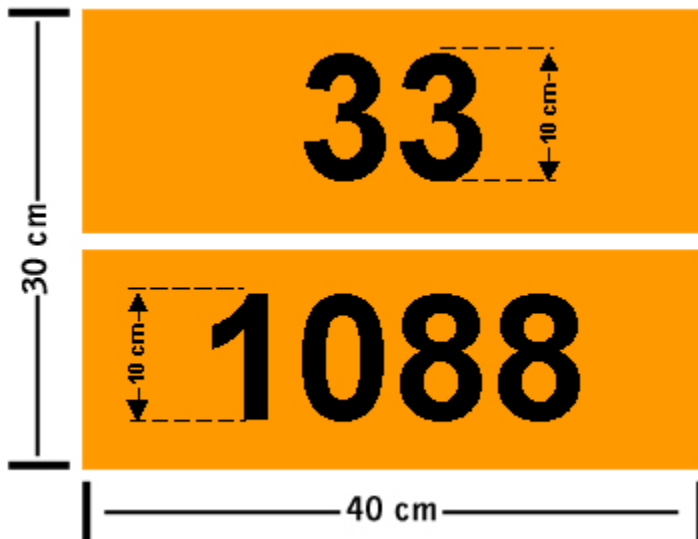
V-9. Public service. Indicates that the vehicle is dedicated to providing public services. The use of this sign will only be required when the regulations of the public service in question so dictate.



V-10. School transportation. Indicates that the vehicle is performing this kind of transportation.



V-11. Transport of dangerous goods. Indicates that the vehicle transports dangerous goods.



Upper part; Danger identification number (2 or 3 digits)

Bottom part; Material identification number (4 digits)

V-12. Test or investigation plaque. Indicates that the vehicle is performing special tests or investigative tests.



V-13. Novice driver. Indicates that the vehicle is driven by a person whose driving licence is less than one year old.





You must place the signal in the upper right rear part (from the inside), and in case you drive a vehicle with tinted windows or a boxcar, you must acquire an approved sticker and place it on the right rear part.

Remember that the V-13 signal must be placed on any vehicle you drive, irrespective of whether you are the owner.

V-14. Learner driver. Indicates that the vehicle is being driven according to the learning of driving or aptitude tests.





V-15. Disabled. Indicates that the driver of the vehicle is a person with disabilities that reduce their mobility and that, therefore, can benefit from the facilities that general or specifically granted.



V-16. Pre-signalling danger device. Indicates that a vehicle has been immobilised in the roadway or that its cargo has been dropped from it.



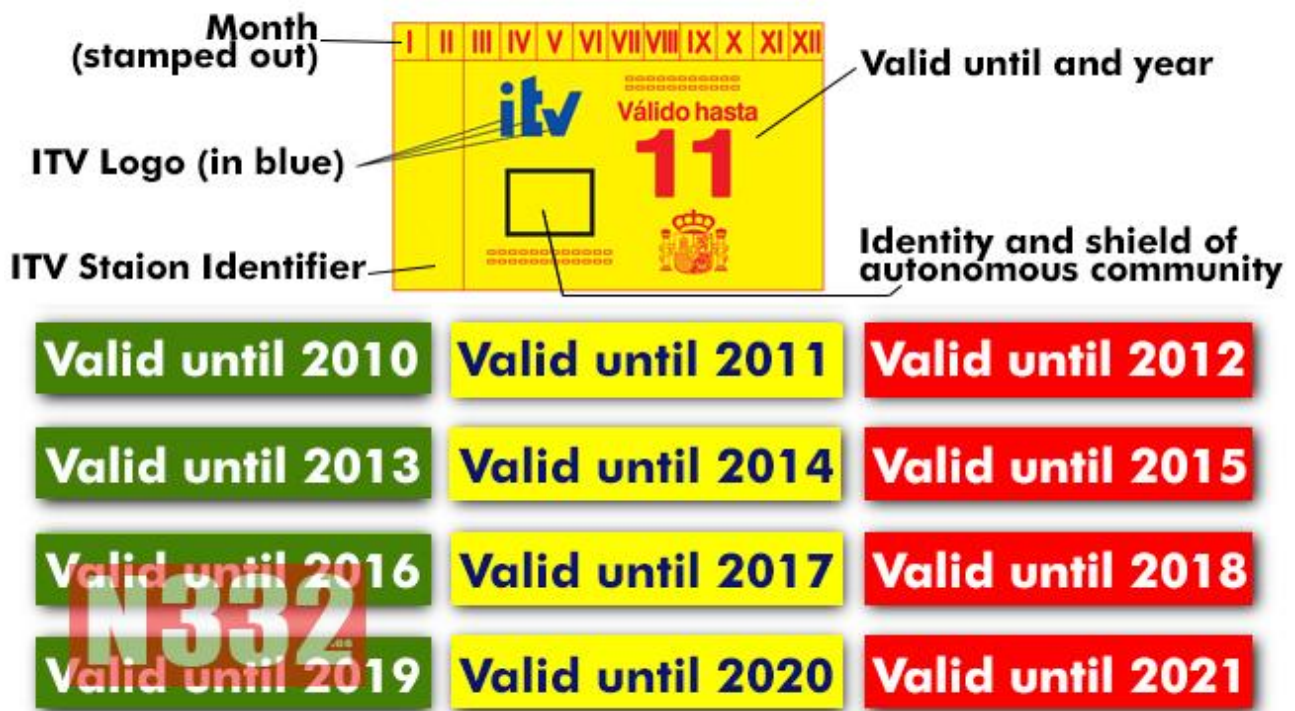
V-17. Free indicator lighting. It indicates that the taxi driving is in conditions to be rented.



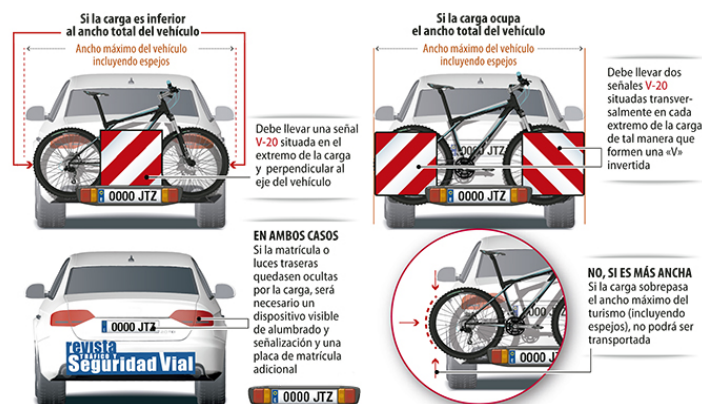
V-18. Taximeter lighting. This is destined, in passenger cars for public passenger service, to illuminate the metre counter as soon as the flag descent occurs.



V-19. Badge of periodic technical inspection of the vehicle. Indicates that the vehicle has passed the periodic technical inspection, as well as the date on which the next inspection should pass.



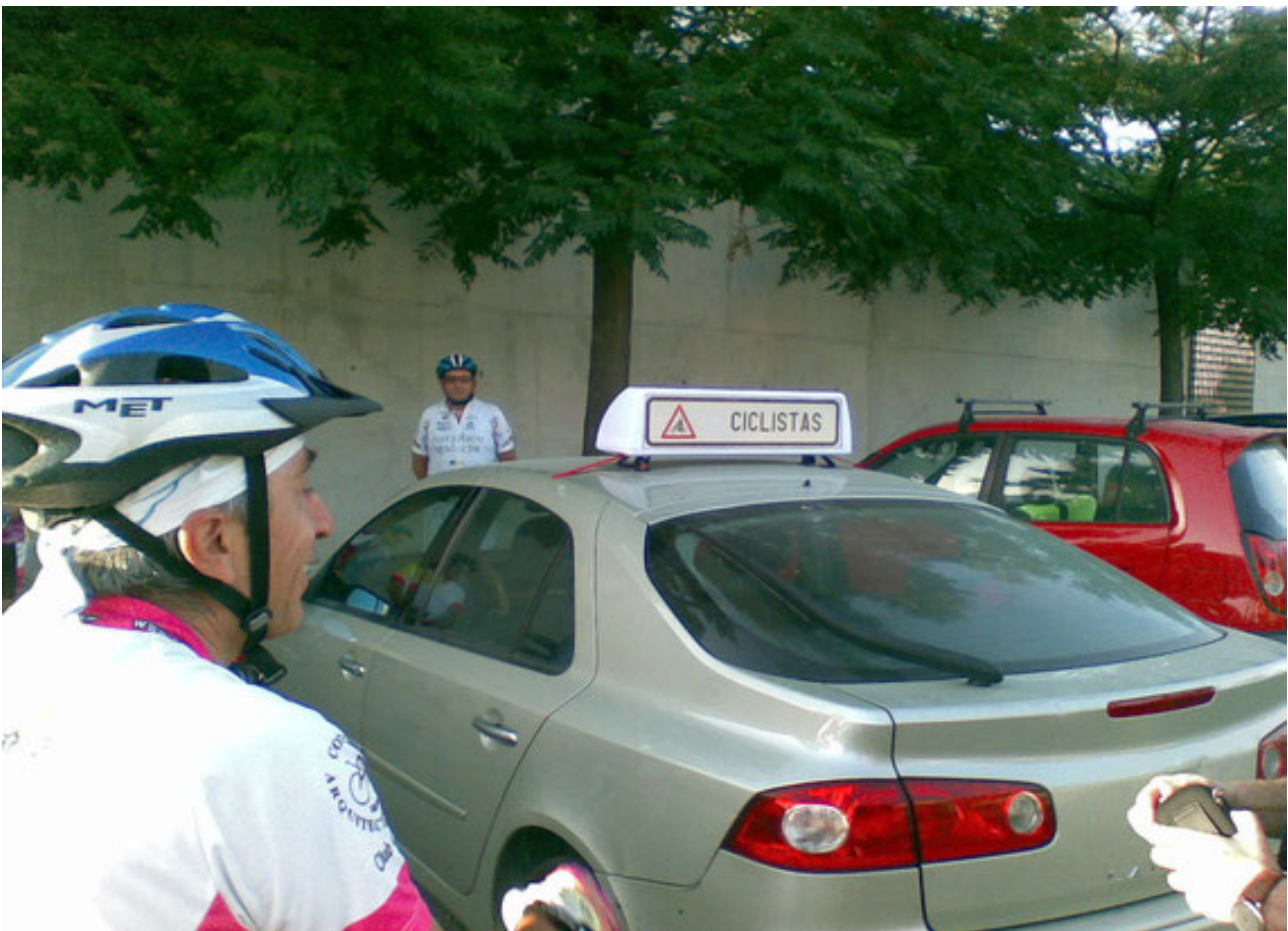
V-20. Panel for protruding loads. Indicates that the vehicle's load protrudes behind it.



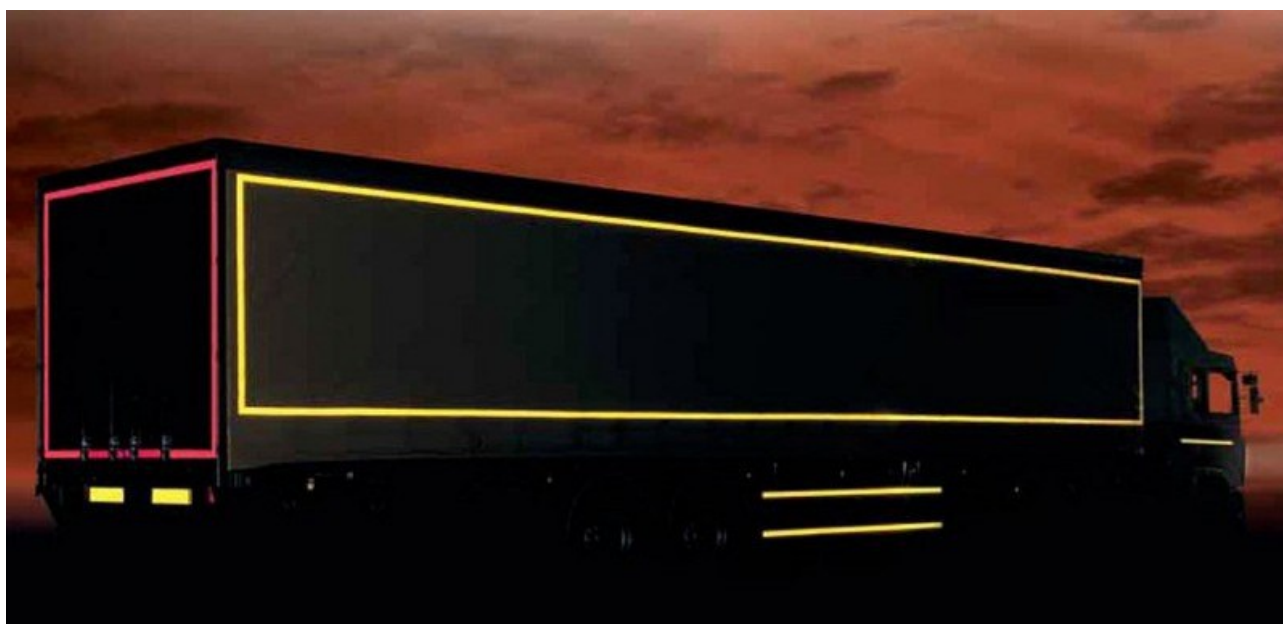
V-21. Advise sign for special transport accompaniment. Advertises a special transportation.



V-22. Cyclists escort warning sign. Indicates the upcoming movement of cyclists.



V-23. Badge of goods transport vehicles. Indicates a vehicle of this class. It will consist of reflective markings used to increase the visibility and recognition of long and heavy trucks and vehicles and their trailers. The badge of the transport vehicles must comply with the provisions for this sign in Annex XI of the General Vehicle Regulations.



3. The shape, colour, design, symbols, dimensions, meaning and placement of the signals on the vehicles shall comply with the provisions of Annex XI of the General Vehicle Regulations.



Together we are
road safety

N332

is member of the
European Road Safety Charter

FULL CONTENTS AND INDEX

- 3. Dedications and thanks
- 3. Disclaimer and legal information

- 4. Introduction From a Traffic Police Officer
- 5. Introduction from the Editor

SECTION I GENERAL RULES OF DRIVING BEHAVIOUR

- 7. Article 1 Scope of the application

CHAPTER I GENERAL RULES

- 12. Article 2 Users
- 14. Article 3 Drivers
- 15. Article 4 Activities affecting the safety of traffic
- 18. Article 5 Signing of obstacles and hazards
- 24. Article 6 Fire prevention
- 24. Article 7 Emissions of noise and pollutants

CHAPTER II VEHICLE LOADING AND TRANSPORT OF PEOPLE, GOODS OR OTHER ITEMS

- 27. Article 8 Vehicle loading and transport of people, goods and other items

SECTION 1 TRANSPORT OF PEOPLE

- 27. Article 9 Transport of people
- 28. Article 10 Placement of, and provisions for, passengers
- 31. Article 11 Collective passenger transport
- 32. Article 12 Rules regarding bicycles, mopeds and motorcycles

SECTION 2 TRANSPORT OF MERCHANDISE AND GOODS

- 35. Article 13 Dimensions of the vehicle and its load
- 36. Article 14 Arrangement of the load
- 49. Article 15 Dimensions of the load
- 59. Article 16 Loading and unloading

CHAPTER III GENERAL RULES FOR DRIVERS

- 60. Article 17 Control of vehicle or of animals
- 61. Article 18 Other driver obligations
- 78. Article 19 Visibility inside the vehicle

CHAPTER IV RULES GOVERNING ALCOHOLIC BEVERAGES

- 82. Article 20 Levels of alcohol in blood and exhaled breath
- 83. Article 21 Breathalyzer analysis – Who has to be tested?
- 84. Article 22 Breathalyzer tests

- 87. Article 23 Performing the tests
- 87. Article 24 Measures to be taken by the traffic officers
- 88. Article 25 Immobilisation of the vehicle
- 90. Article 26 Obligations of health personnel

CHAPTER V RULES ON NARCOTIC DRUGS, PSYCHOTROPIC DRUGS, STIMULANTS OR OTHER ANALOGOUS SUBSTANCES

- 91. Article 27 Narcotic drugs, psychotropic substances, stimulants or other similar substances
- 92. Article 28 Tests for the detection of narcotic, psychotropic, stimulant or other similar substances

SECTION II ABOUT THE MOVEMENT OF VEHICLES

CHAPTER I POSITION ON THE ROAD

SECTION 1 DIRECTION OF MOVEMENT

- 95. Article 29 General rule

SECTION 2 USE OF LANES

- 98. Article 30 Use of lanes on roads with two way movement
- 99. Article 31 Use of lanes, out of town, on roads with more than one lane for the same direction of travel
- 99. Article 32 Use of lanes, outside of town, on roads with three or more lanes for the same direction of travel
- 99. Article 33 Use of lanes, in town, on roads with more than one lane reserved for the same direction of travel
- 100. Article 34 Lane count
- 100. Article 35 Use of lanes according to the speed indicated and those reserved for certain vehicles and certain manoeuvres

SECTION 3 HARD SHOULDERS

- 102. Article 36 Driver obligations

SECTION 4 SPECIAL DIVERSIONS OF TRAFFIC FLOW AND THE USE OF ROADS, LANES & HARD SHOULDERS

- 109. Article 37 Special traffic regulation for safety reasons or traffic flow
- 110. Article 38 Travel on motorways (autopistas and autovías)
- 112. Article 39 Traffic flow limitations
- 117. Article 40 Reversible traffic lanes
- 117. Article 41 Lanes used for traffic moving in the opposite direction from usual
- 120. Article 42 Additional traffic lanes in certain situations

SECTION 5 SHELTERS, ISLANDS OR GUIDING DEVICES

- 121. Article 43 Direction of traffic

SECTION 6 DIVISION OF THE ROADS INTO LANES

121. Article 44 Use of lanes

CHAPTER II SPEED

SECTION 1 SPEED LIMITS

122. Article 45 Adaptation of speed to the circumstances

124. Article 46 Moderation of speed – Cases

130. Article 47 Maximum and minimum permitted speeds

133. Article 48 Maximum speeds on roads out of town

140. Article 49 Minimum permitted speeds in and out of towns and villages

141. Article 50 Speed limits on urban roads and crossings

146. Article 51 Maximum permitted speeds when overtaking

146. Article 52 Management of speeds

SECTION 2 REDUCTION OF SPEED AND DISTANCES BETWEEN VEHICLES

148. Article 53 Reduction of speed

150. Article 54 Distance between vehicles

SECTION 3 COMPETITIONS

153. Article 55 Sports competitions, cycling tours and other events

CHAPTER III PASSAGE PRIORITY

SECTION 1 NORMAL PRIORITIES AT INTERSECTIONS

154. Article 56 Marked Intersections

158. Article 57 Intersections without signs

160. Article 58 General rules

161. Article 59 Intersections

SECTION 2 SECTIONS IN ROAD WORKS, ROAD NARROWING AND LARGE PENDING SECTIONS

162. Article 60 Stretches in road works and road narrowing

163. Article 61 Passage across bridges and works with signalled passage

163. Article 62 Priority in the absence of road signs

172. Article 63 Steep stretches of road

SECTION 3 RULES OF CONDUCT OF DRIVERS WITH REGARD TO CYCLISTS, PEDESTRIANS AND ANIMALS

174. Article 64 General rules and priority for passing cyclists

177. Article 65 Priority of drivers over pedestrians

181. Article 66 Priority of drivers over animals

SECTION 4 EMERGENCY SERVICES VEHICLES

- 184. Article 67 Priority vehicles
- 185. Article 68 Rights of drivers of priority vehicles
- 187. Article 69 Behaviour of other drivers regarding priority vehicles
- 190. Article 70 Non-priority vehicles in emergency service

CHAPTER IV SPECIAL VEHICLES AND TRANSPORTS

- 190. Article 71 Traffic and signalling regulations

CHAPTER V JOINING TRAFFIC

- 193. Article 72 Obligations of drivers who enter the traffic flow
- 197. Article 73 Obligation of other drivers to facilitate the manoeuvre

CHAPTER VI Changes of direction and reversing

SECTION 1 CHANGES OF ROAD, CARRIAGEWAY AND LANE

- 198. Article 74 General rules
- 201. Article 75 Execution of changes of direction
- 208. Article 76 Special cases
- 208. Article 77 Deceleration lanes

SECTION 2 CHANGE OF DIRECTION

- 209. Article 78 Execution of the manoeuvre
- 211. Article 79 Prohibitions

REVERSING

- 212. Article 80 General rules
- 213. Article 81 Execution of the manoeuvre

CHAPTER VII OVERTAKING

SECTION 1 OVERTAKING AND PARALLEL DRIVING

- 213. Article 82 Overtaking on the left. Exceptions
- 215. Article 83 Advancement on multi-lane roads

SECTION 2 GENERAL RULES OF OVERTAKING

- 218. Article 84 Obligations of the driver who overtakes before starting the manoeuvre

SECTION 3 OVERTAKING TECHNIQUE

- 223. Article 85 Obligations of the driver who overtakes whilst manoeuvring

SECTION 4 OVERTAKEN VEHICLE

227. Article 86 Driver's obligations

SECTION 5 OVERTAKING MANOEUVRES THAT IMPINGE ROAD SAFETY

229. Article 87 Prohibitions

SECTION 6 EXCEPTIONAL ASSUMPTIONS OF OCCUPATION OF THE REVERSE DIRECTION

231. Article 88 Immobilised vehicles

232. Article 89 Obstacles

CHAPTER VIII STOPPING AND PARKING

SECTION 1 GENERAL RULES OF STOPPING AND PARKING

234. Article 90 Places in which they must be carried out

236. Article 91 Mode and manner of execution

245. Article 92 Placement of the vehicle

247. Article 93 Municipal ordinances

SECTION 2 SPECIAL STANDARDS OF STOPPING AND PARKING

248. Article 94 Prohibited places

CHAPTER IX LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS

SECTION 1 GENERAL RULES FOR LEVEL CROSSINGS, MOVABLE BRIDGES AND TUNNELS

259. Article 95 Obligations of road users

261. Article 96 Barriers, semi-barriers and traffic lights

SECTION 2 BLOCKING OF LEVEL CROSSINGS, MOVEABLE BRIDGES AND TUNNELS

261. Article 97 Stopping a vehicle on a level crossing, moveable bridge or tunnel

CHAPTER X UTILIZATION OF LIGHTING

SECTION 1 COMPULSORY USE OF LIGHTING

262. Article 98 General rules

266. Article 99 Position and height lighting

266. Article 100 Long-range or road lighting

268. Article 101 Short-range and headlights

270. Article 102 Glare

270. Article 103 Licence plate lighting

271. Article 104 Use of lighting during the day

272. Article 105 Immobilisations

SECTION 2 SPECIAL LIGHTING ASSUMPTIONS

- 272. Article 106 Conditions that reduce visibility
- 274. Article 107 Lighting failure

CHAPTER XI DRIVER'S WARNINGS

SECTION 1 GENERAL RULES

- 274. Article 108 Obligation to warn of manoeuvres
- 278. Article 109 Visual warnings
- 279. Article 110 Acoustic warnings

SECTION 2 WARNINGS FOR EMERGENCY SERVICE VEHICLES AND OTHER SPECIAL SERVICES

- 281. Article 111 General rules
- 281. Article 112 Warnings of emergency service vehicles
- 281. Article 113 Warnings from other vehicles

SECTION III OTHER RULES OF MOVEMENT

CHAPTER I DOORS AND ENGINE SHUTDOWN

- 283. Article 114 Doors
- 284. Article 115 Engine shutdown

CHAPTER II SEAT BELT, HELMET AND OTHER SAFETY ELEMENTS

- 286. Article 116 Obligatory use and exceptions
- 286. Article 117 Seat belts and approved child restraint systems
- 310. Article 118 Helmets and other protective elements
- 326. Article 119 Exemptions

CHAPTER III DRIVE AND REST TIMES

- 328. Article 120 General rules

CHAPTER IV PEDESTRIANS

- 329. Article 121 Movement in pedestrian zones. Exceptions
- 334. Article 122 Walking on the road or the hard shoulder
- 336. Article 123 Walking at night
- 338. Article 124 Pedestrian crossings and crossing roads
- 342. Article 125 Rules relating to motorways (autopistas y autovías)

CHAPTER V MOVEMENT OF ANIMALS

- 343. Article 126 General rules
- 345. Article 127 Special rules
- 347. Article 128 Rules relating to motorways (autopistas y autovías)

CHAPTER VI BEHAVIOUR IN CASE OF EMERGENCY

348. Article 129 Obligation to help

352. Article 130 Immobilisation of the vehicle and shedding the load

SECTION IV SIGNAGE

CHAPTER I GENERAL RULES

358. Article 131 Concept

359. Article 132 Obedience of signs

CHAPTER II PRIORITY BETWEEN SIGNALS

361. Article 133 Order of priority

CHAPTER III FORMAT OF THE SIGNALS

364. Article 134 Official catalogue of road signs

CHAPTER IV APPLICATION OF SIGNALS

SECTION 1 GENERALITIES

364. Article 135 Application

364. Article 136 Visibility

364. Article 137 Registrations

365. Article 138 Language of signage

SECTION 2 RESPONSIBILITY FOR SIGNALING IN THE ROADS

366. Article 139 Responsibility

368. Article 140 Signalling of road works

370. Article 141 Object and type of signals

CHAPTER V WITHDRAWAL, SUBSTITUTION AND ALTERATION OF SIGNALS

371. Article 142 Obligations concerning signalling

CHAPTER VI TYPES AND MEANINGS OF ROAD SIGNS AND ROAD MARKINGS

SECTION 1 SIGNS AND ORDERS OF MOBILITY AGENTS

372. Article 143 Signals with the arm and others

SECTION 2 CIRCUMSTANTIAL SIGNALS WHICH MODIFY THE NORMAL USE OF THE ROAD, AND BEACON SIGNALS

381. Article 144 Circumstantial and beacon signals

SECTION 3 TRAFFIC LIGHTS

- 393. Article 145 Traffic lights for pedestrians
- 394. Article 146 Traffic lights for vehicles
- 400. Article 147 Square traffic lights for vehicles or lanes
- 402. Article 148 Traffic lights reserved for certain vehicles

SECTION 4 VERTICAL TRAFFIC SIGNS

Subsection 1 Danger warning signs

- 403. Article 149 Object and types

Subsection 2 Regulatory signals

- 417. Article 150 Object, classes and common rules
- 417. Article 151 Priority signs
- 420. Article 152 Signs of prohibition of entry
- 423. Article 153 Restriction of passage signs
- 424. Article 154 Other signs of prohibition or restriction
- 430. Article 155 Signs of obligation
- 436. Article 156 Signs of end of prohibition or restriction
- 438. Article 157 Format of regulatory signals

Subsection 3 Indication signs

- 438. Article 158 Object and types
- 438. Article 159 Signs of general indications
- 447. Article 160 Lane signs
- 451. Article 161 Service signs
- 457. Article 162 Orientation signs
- 473. Article 163 Supplementary panels
- 476. Article 164 Other signs
- 478. Article 165 Format of indication signs

SECTION 5 ROAD MARKINGS

- 478. Article 166 Object and classes
- 478. Article 167 Longitudinal white lines
- 483. Article 168 Stop white lines
- 484. Article 169 Horizontal signs of circulation
- 487. Article 170 Other marks and inscriptions in white
- 492. Article 171 Marking of other colours
- 497. Article 172 Format of road markings

SECTION V SIGNS ON VEHICLES

- 497. Article 173 Object, meaning and classes

- 514. Index and contents

N332.es



PREVENCIÓN
DE ACCIDENTES
DE TRÁFICO

