



RoadWatch

Issue 18 - 2,00€



ITV Questions Answered

**PLUS: Scooter Regulation, Summer Campaign Changes,
Electric Cars, Court Cases, AND MUCH, MUCH, MORE**

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Welcome to N332 RoadWatch

It's that time again when we bring you all the latest news, updates and legal changes to traffic law in Spain, in the latest edition of N332 RoadWatch.

If you're anything like us you may have been getting ready for the long, hot summer ahead. We know many people return to their native countries to avoid the high temperatures of summer, but then there are many more people who come to Spain on holiday, as well as those domestic tourists who visit the coast from the inland areas. In other words, things are already starting to get busy, and they are going to get even busier this year, it seems.

What that means for the roads is that there will be more traffic, and, sadly, more incidents. The Guardia Civil will be straightening their presence on the roads, as every year, but with extra funding given to the DGT we will see more ways that investment will be used to tackle road safety enforcement, when education fails.

There have been some changes to the legislation for some scooters, with more changes still in discussion stages, but the new rules are explained herein.

We also answer some questions relating to the ITV test, hopefully dismissing, once and for all, some of the doubts and myths that surround the test, especially the one where many people think they can't go to a different region for the test. You can, it's written in the law.

By the way, thanks to everyone who came along to one of our talks and presentations during the spring. We now take a break from that until the autumn, partly due to the heat, and also how busy things are on the road, but we will be starting to put our next schedule together soon, so we will update you on that shortly.

So, for now, as always, stay safe.

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Ten Million Euro for Road Safety

According to the official state bulletin from the Spanish government, the treasury has authorised the transfer of 10 million euro to the DGT to spend on road safety.

The money is going to be invested in updating and replacing some dated elements of road safety, as well as financing more equipment to keep a check on those who choose to break the law.

The biggest part of the money is being spent on helicopters. At the moment, the DGT has 13 helicopters, 9 of which are the Eccureil AS355 model, and 2 each of the single-engine Humibrí EC-120, and more recently, the twin-engine EC-135.

A total of 8.7 million is going to be spent on the helicopter division, which currently employs 30 pilots, 25 maintenance technicians, 11 camera operators and 9 administrative, logistics and engineering staff.

Most of the current helicopters are fitted with Pegasus monitoring equipment, which is capable of recording the speed at which a vehicle is travelling, from afar, as well as whether the occupants are wearing a seat belt, or if the driver is using a mobile phone, for example.

The helicopter fleet are amongst the most advanced in the world, and are a crucial tool in monitoring the road network.

Over 1 million is to be spent updating and repairing the current roadside radar and camera network, including purchasing new devices which can be installed anywhere on the road system, either in permanent or temporary locations.

There will also be a small amount invested on renewing the liveries of some of the vehicles, in particular the high visibility and reflective elements that make them more visible.

This investment is only a small part of the funding expected to be injected into road safety, with education also playing a big part before enforcement. However, for those who choose to ignore the warnings, the consequences are that there will now be an increased likelihood of being caught out and paying a final penalty, if not worse.

EC-120



- Existing units: 2
- Engines: 1 ARRIUS 2F
- Maximum takeoff weight: 1,715 Kgs
- Speed (cruise in knots): 120 kt
- Scope: 710 kmtrs
- Seats for passengers (separate crew): 3
- Main missions: Regulation, instruction

AS355N / NP

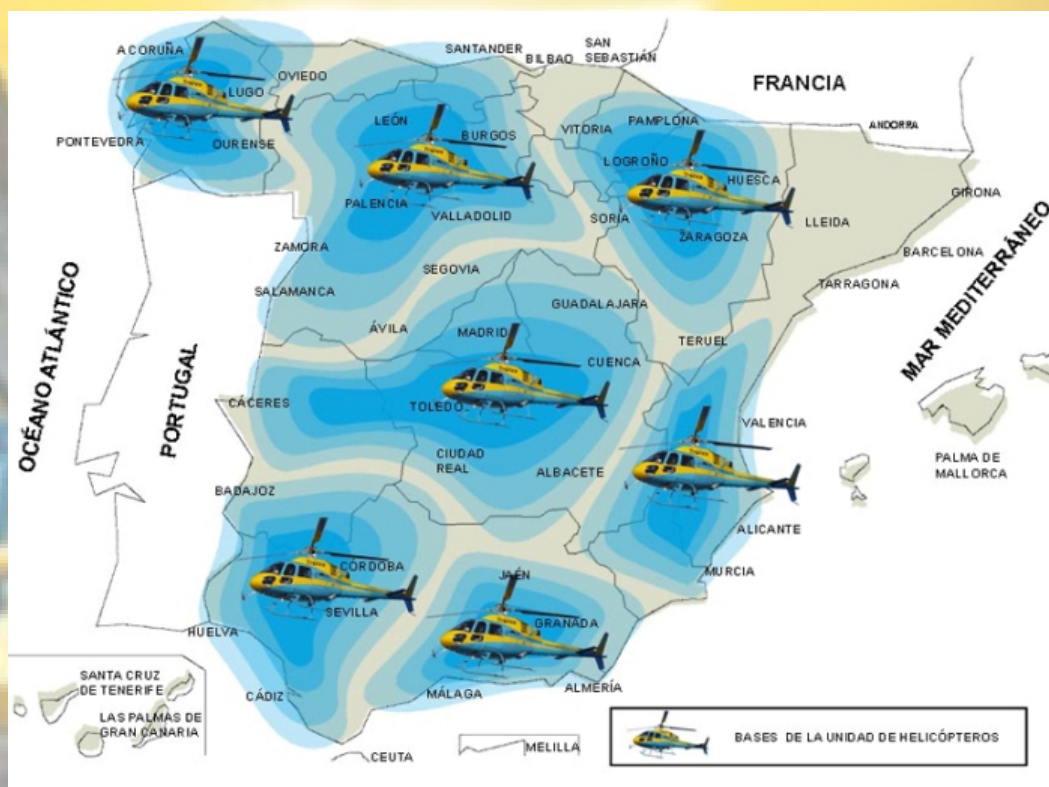


- Existing units: 9
- Engines: 2 ARRIUS 1A / 1A1
- Maximum takeoff weight: 2,600 Kgs
- Speed (cruise in knots): 120 kt
- Reach: 731 kmtrs
- Seats for passengers (separate crew): 4
- Main missions: Surveillance, regulation, night missions

EC-135



- Existing units: 2
- Engines: 2 ARRIUS 2B
- Maximum takeoff weight: 2,910 Kgs
- Speed (cruise in knots): 135 kt
- Reach: 635 kmtrs
- Seats for passengers (separate crew): 5
- Main missions: Surveillance, regulation, night missions



ITV Questions Answered

Two of the most common questions about the ITV test are when it's needed and where it can be carried out, in particular as there is a belief, for example, that vehicles which reside in the Alicante province can't have their inspection carried out in Murcia.

We answer those doubts, and others, but this is not just us saying it, this is the official information provided by the Ministry of Industry, Energy and Tourism of the Spanish Government, any they should know best. You can find this information on the FAQ page of their website for confirmation, industria.gob.es.

Which vehicles are required to undergo periodic technical inspections?

According to article 4.1 of Royal Decree 920/2017, of October 23, which regulates the technical inspection of vehicles: "vehicles registered or that are going to be registered in Spain, which will be able to circulate on public roads, must submit to a technical inspection in an ITV station in the cases and with the periodicity, requirements and exceptions established in this royal decree".

What frequency of periodic inspection corresponds to my vehicle?

The frequency of periodic technical inspection is established, in general, depending on the type of vehicle homologation, in accordance with article 6 of Royal Decree 920/2017, of October 23, which regulates the technical inspection of vehicles. Variations are established for certain vehicles such as ambulances, taxis, private hire vehicles, school transport vehicles, hire cars, and certain historical vehicles.

Where do I have to take my vehicle for the periodic technical inspection?

According to article 17 of Royal Decree 920/2017, of October 23, which regulates the technical inspection of vehicles, there is freedom to choose the ITV station in the national territory wherever you desire to have the technical inspection of vehicles performed whatever the type of inspection. So you see, this is the most common question, the law clearly states that the inspection can be carried out anywhere in the country, and so if you live in the Alicante province, you are free to travel the short distance to Murcia for your test.

It is true that in 2004 the Valencia region approved a law which adds elements to the test in the region, but that does not take away from the freedom to choose represented by the national law. If you take your vehicle to a testing station in the Valencia region the test will comprise of more elements, but the resulting pass will give you the same certificate as in the Murcia region.

It's the law that states this, and for your convenience, to confirm and dismiss any

doubts you have, here is the actual paragraph, so you can either practice your Spanish or quote it to any doubters you come across.

Artículo 17. Elección de estación ITV para la inspección técnica de vehículos.

Todo usuario de un vehículo matriculado en España o que vaya ser matriculado en España elegirá libremente la estación ITV del territorio nacional donde desee realizar la inspección técnica de vehículos, cualquiera que sea el tipo de inspección.

We can explain this further by showing how there are also price differences in some parts of the country, and so one could argue that it is unfair that the cost may differ. However, article 19 of the same Royal Decree, which deals with inspection fees, states two things. Firstly that the tariff regime will be established by the autonomous community, so Valencia or Murcia for example, and secondly that the Ministry of Economy, Industry and Competitiveness will periodically publish the prices in order to facilitate the free choice of ITV test centres. So again, you can see, according to the law you are free to shop around from region to region.

My vehicle has deficiencies detected in the periodic technical inspection, once corrected do I have to return to the same ITV station where the original inspection took place?

As is the case of the initial inspection, the tests which the vehicle must undergo to verify the rectification of the deficiencies found can be made at any ITV station in the national territory, as established in article 11 of Royal Decree 920 / 2017, of October 23, by which the technical inspection of vehicles is regulated.

Do I have to wait for the exact expiry date before I submit my vehicle to a new inspection?

No, vehicles subject to inspection up to 30 days before the date on which the deadline for re-inspection is met keep the original date and have an extension added to the new term.

What are the general periods for the periodic inspection of private cars?

The first inspection - 4 years after registration.

Up to 10 years old - every 2 years.

Over 10 years old - every year.

EXCEPTIONS

Even if the vehicle has not turned 4 years old, if it has undergone a modification or replacement of elements before or after registration, that varies the characteristics that appear on the ITV card or the defined safety conditions, an inspection of these reforms must be carried out, as well as if a vehicle has suffered noticeable damage in an accident.



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Running Into Traffic!

We all know that running is a great way of keeping fit, but within the urban landscape of towns and cities, the risk factor can increase, not from sporting injuries, but from runners choosing to mix with traffic.

According to a recent survey conducted by the Ministry of Health approximately a third of all adults in Spain choose to perform some form of sporting activity in their spare time. Of the many sports on offer, running is becoming increasingly popular, but some 30% of those who defined themselves as runners practice their activity on the roads or pavements.

One of the biggest risks identified during running, not unlike driving, is distractions, and in particular due to a lack of special awareness caused by listening to music through headphones. Another risk, again similar to all road users, is that of visibility, with many runners choosing to take to the roads during the latter part of the day, but without wearing high visibility clothing.

However, it is possible for runners to move harmoniously through the streets, enjoying that urban landscape and improving their fitness at the same time. To that end, the DGT has published their top tips for runners, and for drivers, in the hope of reducing the risks.

Top Tips for Runners

If you run on the road always keep to the left hard shoulder, facing oncoming traffic.

If you run in the city remember that the pavement is designed for pedestrians to move at walking pace, therefore give plenty of room when passing pedestrians.

Be aware of your surroundings at all times; beware of vehicle access and egress points. Vehicles that leave garages for example usually anticipate the possibility of pedestrians, but not necessarily runners. Anticipate these situations!

Be seen at all times, especially near junctions and crossings. Make sure it is safe to cross before you do so.

Wear reflective clothing, especially if you run during reduced light or bad weather conditions. If you wear sunglasses, make sure you take them off if the light begins to fade.

Beware of the surface beneath your feet. If it has been raining there may be slippery patches. However, dry ground can also be slippery when covered with loose rubble.

Beware of distractions! Do not wear headphones that isolate you from ambient noise: they prevent you from hearing what is happening around you, and do not use your mobile phone while running: it will distract you from traffic and its dangers.

At traffic lights, remember that even though you are running you are still a pedestrian. Press the button at the crossing if there is one, and wait for the green signal before crossing.

Be alert at all times. Towards the end of a run you may start to feel tired, which could lead to distractions.

On the Road this Summer

The single aim of the DGT is to reduce the rate of mortality and injury of the roads of Spain, a task they aim to do through education, and enforcement. This summer, there will be an increase in both, as the need to reverse the growing trend in incident rates is becoming more apparent.

During the most recent European campaign against alcohol and drug use before driving, the DGT and Guardia Civil, supported by local and regional police, conducted 25,000 daily checks across Spain. That intensity will continue throughout the summer months.

According to data from the European Road Safety Observatory (ERSO), 25% of deaths that occur on European roads are related to driving under the influence of alcohol.

However, there are other campaigns and changes due, all of which continue with that goal towards the road to zero.

Driving licences

From 1 July, it is still expected that the law will force obligatory theoretical training for new drivers, before being subjected to the test.

The test itself is likely to be extended and may include video elements that deal with hazard perception.

In the event of a failure during the driving test the student will have to undergo a minimum number of lessons before trying again.

Motorcycles and mopeds

As motorcycle and moped riders remain amongst some of the most vulnerable road users, the DGT is proposing tackling the increase in fatalities and injuries through a series of measures. Asking all road users to be aware of motorbikes is one thing, but the DGT are also of the opinion that the bikers themselves also need to take a more responsible approach to their own road safety, observing the laws more rigorously.

In order to assist in this notion, the DGT is proposing a points system whereas riders can partake in voluntary training courses and increase the number of points awarded with their licence. This can of course also help those who have lost points through sanctions.

In addition, it has been proposed to make it mandatory for all riders to wear gloves, a practice that is currently only a recommendation.

Radars and controls

There will be an increase in the number of “smart” cameras on the roads, such as Traffic Eye. Currently, there are plans for another 40 cameras which monitor speed, mobile phone use and the wearing of seat belts being installed on the network this year.

The roll-out of the “integrated patrol” will also continue, whereas every patrol vehicle, including motorbikes, will be equipped with portable radar equipment, and alcohol and drugs testing kits.

As we have already seen, there will be intensified checks on the use of alcohol and drugs before driving, with stricter penalties, especially for habitual users.



Startling Increases in Criminal Behaviour

The office of the Attorney General has released advanced information relating to offences committed on the roads in 2018, revealing that alcohol and drug use is the most common crime.

During 2018, the Public Prosecutor's Office opened a total of 110,651 criminal proceedings for crimes against road safety, a figure that represents an increase with respect to 2017, in which 96,303 openings were registered.

The report from the Public Prosecutor shows that of all crimes against road safety dealt with last year, 62% are for consumption of alcohol or drugs before driving, with 69,121 criminal cases. This is also the crime against road safety that has grown the most with respect to 2017, with 9,656 more cases. There are also 2,013 open processes for the refusal of drivers to undergo blood alcohol tests, almost 200 more than in 2017. This increase has also led to an increase in the number of sentences for these two crimes.

In 2018, a total of 56,473 prison sentences were handed down to drivers for driving under the influence of alcohol or drugs, compared to 50,552 the previous year; In addition, 2,797 people refused to take the test, 356 more than those sentenced a year earlier.

The figure implies that the message is still not getting through as to the dangers of alcohol and drugs when driving, and is now in line with statistics from a decade ago.

It is important to note that this figure relates to an excessive consumption of either alcohol, drugs, or both, so that it warrants being dealt with by criminal proceedings with prison a likely result, rather than lesser, though still very serious administrative offences which result in a fine.

There has also been an increase in the number of people found driving without a licence, or lacking the correct one. Driving without a licence is also a criminal offence and in 2018 there were a total of 36,646 cases recorded, resulting in 28,868 sentences, compared to 30,875 in 2017, which represents an almost 20% increase.

There has also been an increase in the number of drivers recorded at an excessive speed, again at such an extent that it warrants criminal proceedings. A total of 842 drivers appeared before a judge to explain the reason for driving at such an excess of speed, and there has also been an increase in the number of reckless driving cases with 2,761 complaints in 2018, compared to 1,553 in 2017.

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Car Drivers Should Get More Options from July

From 1 July, 2019, category B (private car) licence holders will be able to drive more vehicles than before, thanks to a change in the law.

The Directorate General of Traffic (DGT) has been working on a number of modifications and improvements to the driving licence system in Spain, including new rates, changes in the system of road training and examinations, and allowing car drivers the opportunity to extend the catalogue of vehicles their licence covers.

Although the final drafts are still yet to be released, they were put on hold for the elections; many of these changes are expected to come into force in July when the process restarts shortly.

The latest draft included changes to the class B driving licence, which will authorise holders with two-years driving experience to drive certain vehicles intended for the transport of goods with a mass between 3,500 and 4,250 kilos. This is an increase from the current designation which ensures the maximum authorised mass (MMA) does not exceed 3,500 kg, which are designed and constructed for the transport of no more than eight passengers, in addition to the driver (nine people in total, at most).

It is not the first time that modifications have been introduced to driving laws which extend vehicle options for class B licence holders. Since October 2004, every driver with the B permit can ride a 125cc motorcycle if it does not have a sidecar and if it does not exceed a power of 11 kW. For this, and without further paperwork, the driver must have qualified experience of three years.

In addition, the age limits are being reduced for some licences. Depending on the type of vehicle and its use, the age limit to obtain category C, D, D1, C + E, D + E and D1 + E will be reduced, once the licensee obtains a Certificate of Aptitude Professional (CAP).

In addition, those who want to obtain the permits C, C1, D, D1 (trucks and buses) or combined B + E, C + E, C1 + E, D + E or D1 + E (articulated), should be able to benefit from a reduction in the minimum training schedule on the risk factors associated with the type of vehicle that will be examined, so long as they then satisfy the test requirements.

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Located just a short distance from the Zenia Boulevard, where they also have an outlet inside Leroy Merlin, the shop offers a wide range of mobility scooters, electric bikes, personal mobility equipment, wheelchairs, and more.

Not only do they offer a wide range of mobility scooters to suit every need, from a small vehicle that gives you independence, to larger vehicles, some even with two seats, that will allow you to travel all around your home town without fear of becoming isolated or problems.

That said, if you have problems with your mobility scooter, even if you didn't purchase it from Mabeq, they offer a recovery and repair service from their offices, so make sure you keep their number for your own peace of mind. Most of the staff also speak English, so you don't even have to worry about that.



You can visit their website for more information, www.mabeq.com, call them on 966 721 165 or 690 096 852, or visit their store on C / Paraná 50, the lower level, on the Orihuela Costa, the road which leads to and from the Zenia Boulevard.

Scooter Regulation

Although the refinement of the legislation will continue, new legislation has been approved which starts to see personal mobility vehicles regulated, which means any confusion over their use should become clearer.

Here, Torre Vieja Translators have translated the official document provided by the DGT which explains the first stages of this regulation.

New regulations passed on the 31st of May for PMV's and other electric mobility vehicles:

Subject: Registration of L1e-A vehicles

Instruction 19/ V – 134

The Rule (EU) No 168/2013 of the European Parliament of 15 January 2013, concerning the approval of two or three-wheeled vehicles and quads, and the market surveillance of such vehicles, established the technical requirements of the vehicles of category L, with the aim of having national legislations publish harmonized standards, thus offering legal security, both to manufacturers and users of this type of vehicle.

Article 4.2 of the aforementioned regulation defines and includes in its field of application, vehicles of category L1e (light two-wheeled motor vehicle), referring to its Annex 1 the classification into two subcategories: L1e-A and L1e-B:

L1e-A: Motor cycle:

- Cycles designed to operate with a pedal that have an auxiliary propulsion whose main objective is to help the pedalling.
- The power of the auxiliary propulsion is interrupted at a speed of the vehicle at 25 km / h.
- The nominal or net continuous power maximum is 1,000W.

Three- or four-wheel motor cycles that meet the specific additional sub-classification criteria are classified as technically equivalent to two-wheeled L1e-A vehicles.

L1e-B: two-wheel moped:

- Any other vehicle of category L1e that cannot be classified according to the criteria of vehicles.

Therefore, in view of the regulation established in Regulation (EU) No 168/2013 of

the European Parliament and of the Council of 15 January 2013. Vehicles L1e-A are included in the L1e category of mopeds and therefore for to authorize their circulation must be homologised and registered, as well as comply with the rest of the obligations established in the legal system, regarding the objectionable insurance, compliance with the frequency of technical inspection, use of the helmet, ownership of the driving licence, etc.

In the annex I of the present instruction is attached for example, the technical sheet of the vehicles L1e-A that in any case, will have been with you, what is made public for general knowledge.

Electric bicycles with assisted pedalling do not require homologation or registration for their circulation:

May 31, 2019- Faced with the prophylaxis of sales of vehicles and similar physical appearance between pedal bicycles with isolated pedalling and the cycles with motor, as well as the continuous consultations of local entities and individuals in relation to the obligation to register the engine cycles (European category L1e-A) has issued an instruction clarifying what is established in Regulation (EU) n 168/2013 of the European Parliament and the Council, concerning the standardization and technical requirements for vehicles of category L

First of all, it should be noted that Assisted pedalled bicycle known as EPAC (Electronically Power Assisted Cycles) are not included in the category of vehicles of category L, therefore they do not need homologizing or registration.

Assisted pedalling bicycles are defined in the mentioned EU Regulation as pedalled pedal bicycles equipped with an auxiliary electric motor, with maximum continuous rated power less than or equal to 250w, whose power decreases gradually and which is finally interrupted before The speed of the vehicle reaches 25 km/h or if the cyclist stops pedalling.

Sometimes in the market you can find cycles of similar appearance that the EPAC, but with superior features that are listed as motor vehicles, they can be mopeds and even motorcycles, such as motor cycles (European category L1e-A)

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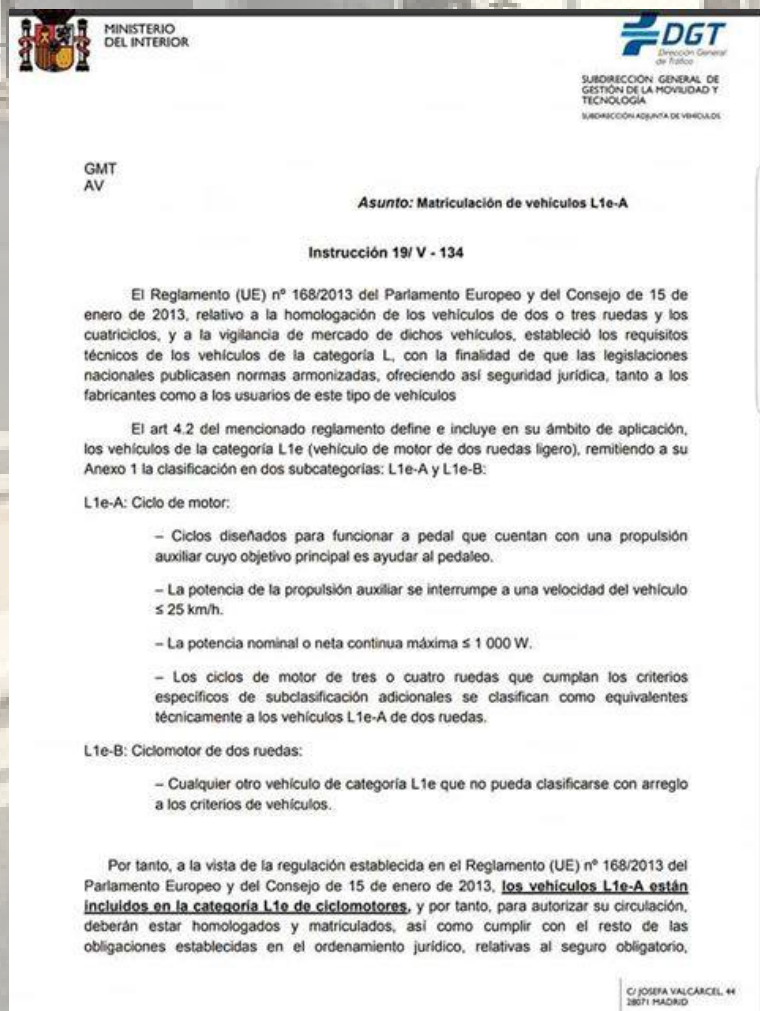
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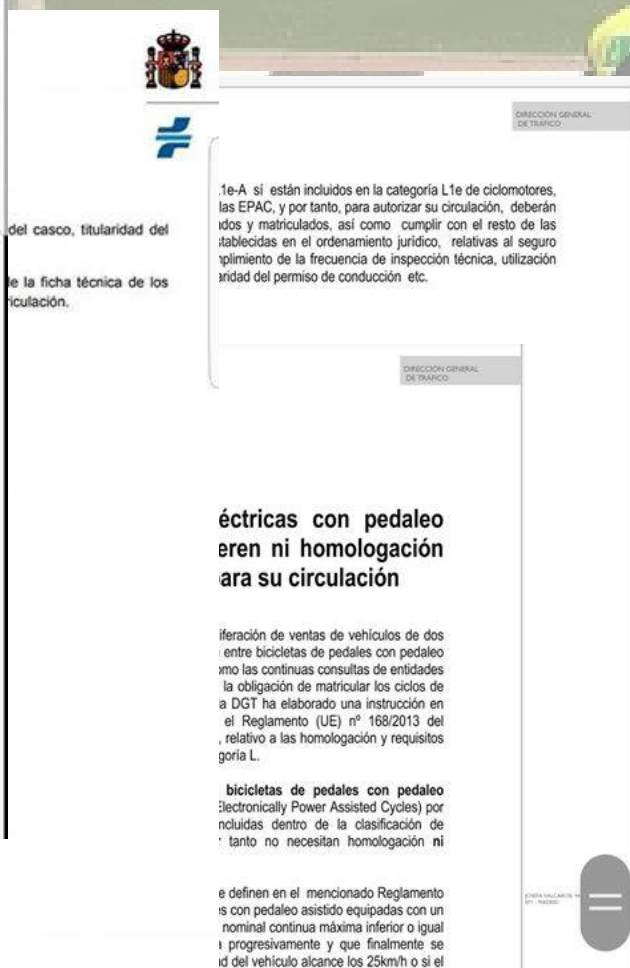
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Scooter Regulation

The vehicles 11e-A if they are included in the category L1e of mopeds, unlike the EPAC and therefore, to authorize their circulation, they must be homologized and registered, as well as comply with the rest of the obligations established in the legal system, relating to compulsory insurance, compliance with the frequency of technical inspection, use of the helmet, ownership of the driving licence, etc.



A TODAS LAS UNIDADES DEL ORGANISMO



En cualquier caso, en el mercado se pueden encontrar ciclos de similar apariencia estética que las EPAC, pero con prestaciones superiores que están catalogadas como vehículo a motor, pudiendo llegar a ciclomotores e incluso motocicletas, como por ejemplo los ciclos de motor (categoría europea L1e-A)

TWO HUNDRED THOUSAND TESTS – THREE THOUSANDS FAILS

In the most recent focus on alcohol and drug consumption before driving, over 200,000 drivers were subjected to a roadside test, with over 3,000 failing.

In total, during the campaign that took place earlier this month, 200,306 tests were performed on drivers to ascertain if they had consumed alcohol or drugs.

For those drivers subjected to alcohol tests, 196,480 tests were carried out, with 1,939 proving positive. Of those, 248 were sufficiently over the limit to warrant criminal proceedings and were brought before the courts. There were also 10 people who refused the test which rendered them before a judge instantly too.

Regarding the drugs tests, there were 3,826 tests performed on drivers, of which 1,360 were positive. Of those drivers, 14 were taken to court, 10 for driving under the influence of toxic drugs, and 4 for refusing the test.

As is now usual, among the most commonly consumed drugs are cannabis (959 cases), cocaine (524 cases) and amphetamines (197 cases).

Salivary tests for the detection of the presence of drugs in drivers are progressively increasing with the idea of them becoming routine in the same way alcohol checks are performed.

According to the Traffic Safety Office in the statistical progress of its annual report, in 2018 56,173 criminal sentences were issued for driving with excess alcohol (a rate higher than 0.60mg / l in air or 1.2 gr / l in blood constituting a criminal offence), or under the influence of drugs.

The final figures are still being collated as the campaign was also supported by regional and local police, to which their figures will be added to the final totals.

Although the campaign has ended, the Guardia Civil will be carrying out alcohol and drug checks on drivers at any time of the day and on any road in order to dissuade them from driving.

Drifting to Prison

An 18-year-old man, of French nationality, has been sentenced to 4 years in prison, the withdrawal of his driving licence for 16 months, and a fine of 1,000 euro for driving recklessly through the Alicante town of Elche.



Neighbours in the area near calles Frascueta Vázquez and Orihuela reported the vehicle driving through the streets performing skids and drifts during the night of 10 May.

According to witnesses, the vehicle, which had foreign number plates, performed numerous dangerous moves which they considered to be dangerous.

A police patrol intercepted the vehicle nearby and questioned the drivers, who the officers said, “showed his repentance” when arrested.

The man tested negative for alcohol or drugs but given the witness testaments, and video evidence recorded at the time, the courts took little time to sentence the man for his actions which endangered public safety.

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Top Tips for Driving in Spain

Summer is upon us one again and so it is time for us to share our top tips for driving in the country, partly as a reminder, but also to help those who may not know these rules.

If you're new to the area, make sure you visit the website, n332.es, for a wealth of information about driving in Spain, and pick up the Costa Blanca People each week for these articles.

If you have a holiday home and are having guests this summer, you could cut this out of the Costa Blanca People, maybe stick it to your fridge, your welcome information, or even leave it in your car, as knowledge is always worth sharing.


In Spain we drive on the right. It might seem like an obvious thing to say but many people do forget. In fact, the law says we should drive as far to the right as possible, so don't go hogging lanes. Also, remember, we go anticlockwise on roundabouts.

Speed limits are a maximum, not a target, and remember, they are kilometres per hour. Most signs are the same as in the UK but a blue square is a recommended maximum. Recently, the maximum permitted speed on secondary roads was reduced to 90 kilometres per hour, where no other signs or restrictions exist. This is the UK equivalent to National Speed Limit Applies zones, although there isn't a specific sign in Spain.

All vehicle occupants must wear a seatbelt. If there are only 2 seatbelts in the back, only 2 people can sit there. Seatbelts must be worn properly too, not under the arm.

Children are not allowed to sit in the front seat. In fact, it is children under 1.35 metres in height, irrespective of their age, who must sit in the back. They must also be in an approved restraint suitable for them. The only exception is when there aren't any rear seats, like a sports car, or when the seats are already occupied by smaller children.

Dogs, in fact any animals, must be secure in the vehicle. They don't necessarily have to be in carry cases, but if they are these must also be secured. You can get a range of harnesses which combine with the vehicle's seat belt system. They must be secure and must not be able to interfere with the driver in any way, nor are they allowed to lean out of the windows (sorry pooch). They are not allowed to drive either, the picture was for illustration purposes only and was filmed in a controlled area (we promise).



Talking of leaning out of windows, humans are not allowed to do that either. Arms, legs, head, other body parts, must be kept within the confines of the vehicle at all times. The law states that you must maintain a proper position when driving. Passengers must also maintain a correct position, putting your feet on the dashboard is extremely dangerous.

Seat belts must be worn by all vehicle occupants. If there are only 2 seat belts in the back, then only 2 people can sit there. The seat belt must be worn correctly too.

When it comes to alcohol, Spain has a much lower limit than many other countries. However, the best advice if you're driving is don't drink at all. The same applies to drugs, but if you're on prescription medication be careful as these can sometimes affect your driving.

Never use your mobile when driving. That goes for any device actually. You are allowed to use your phone as a GPS sat nav, but you mustn't touch it when you're driving. Program it before you set off and stop in a safe, convenient and legal place if you have to change it. By the way, if you are stopped in traffic or at traffic lights, you are still driving, and so you are still not permitted to use your mobile.

Some traffic lights have filter arrows. If the light is red but the filter arrow pointing right is orange, you are allowed to turn right, just remember to give way to traffic already on the main road and be aware that pedestrians may be crossing around the corner and they have priority.

When exiting a roundabout, always exit from the right-hand lane, irrespective of how many lanes there are. Unless signs or signals say otherwise.

Traffic police vehicles have static blue lights illuminated all the time. If you see these blue lights it doesn't mean pull over or stop. The lights will flash if they are responding to an emergency, and they use flashing red lights to stop you, or flashing white lights from the front.

If you get into difficulties or an emergency, dial 112 from any phone. The operators speak many languages, including English, and are there to help. One thing though, try to identify exactly where you are before you phone, as this will make it easier for help to find you.

Overall, enjoy your holiday in Spain, stay safe, drive carefully and remember these rules. For more detailed explanations, visit the website, n332.es, and pick up the Costa Blanca People each week.

Scooter Recall

The electric scooter company Xiaomi, one of the most popular manufacturers of electric scooters purchased in Spain, has recalled one of its products due to safety concerns.

According to the company, it is some of their model, “Xiaomi Mi Electric Scooter M365”, of which some 500 units have been found to be defective.

The fault is related to a screw in the folding mechanism, which eventually ends up loosening and causes the vertical bar of the main body of the scooter to break. Although this is not a serious defect if the scooter is stationary, it could be potentially dangerous if the unit is moving when the weakness occurs.

It is not only Spain where the fault has been detected, the United Kingdom has seen the biggest number of faulty units, with 7,849 units identified as defective, then Germany, where 613 faults have been identified, and Spain with 509 faulty scooters, although there are some 169 units identified as being faulty but it is not known where they were sold.

The affected serial numbers range from 21074/00000316 to 21074/00015107 and from 16133/00541209 to 16133/00544518, produced between October 27, 2018 and December 5, 2018. If your scooter is between those ranges, your unit is affected.

The withdrawal schedule has already begun in the UK and will start in Spain in July 1.

If your scooter is one of those affected, Xiaomi recommends that you stop using it immediately.

To check if your scooter is among those affected, you can visit a dedicated web page, <https://www.mi.com/global/support/mi-electric-scooter-recall-program/>, where you enter the serial number of your unit and, if affected, will be given instructions as to how to proceed.

In the event that you have modified the scooter, Xiaomi says that it will not be responsible for replacing the unit. The company does not recommend that users should tighten the screw on their own if they notice that it loosens, especially when the repair is completely free.



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The Sound of Silence

From 1 July, all electric vehicles sold in the European Union must emit a noise when travelling at 20 kilometres per hour or less.

The legislation aims at making it easier for other road users, such as pedestrians, to be aware of the presence of the vehicles which may otherwise approach in silence.

Generally, the noise of traffic is something we have all become accustomed to, despite the all too frequent incident when pedestrians are distracted, by a mobile phone or perhaps music for example, we are all used to hearing traffic from the early days of learning, stop, look and listen, before we cross the road.

Modern electric cars can approach in silence, especially when travelling at low speeds, as even the wheels making contact with the road surface can be very quiet.



Now, the legislation states that these vehicles must emit a noise when travelling at 20 kilometres per hour or slower, so that their presence can be heard.

However, the noise which must be emitted has to be at least 56 decibels. A computer might emit 40 decibels, a fridge 50 and an air conditioning unit 60 decibels, a Boeing 737 landing a mile away is about 90, so the noise is actually not that loud.

There is also no mention in the legislation as to what the noise must sound like, and so it could be that vehicle manufacturers replicate the noise of a combustion engine, or a clown car horn, a mosquito, a squeaky wheel, a Boeing 737, or any other sound that they so choose, or maybe installing a unit that allows the driver to choose the ambient sounds that the vehicle emits.

By the way, many of the electric cars sold on the market already have a noise creation feature installed, and could actually be quieter than they are, so it's not something to be overly concerned about if you are considering making the switch to electric.

Torreveja is your home, Quirónsalud is your health's

Torreveja is your home, and home is where we must feel more cared for and protected. That is why at Hospital Quirónsalud Torreveja, our **multidisciplinary team of professionals** strive to care for your and your family members health **24 hours a day**.

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Quirónsalud Opens New Centre in Alicante

THE CENTRE OPENED ITS DOORS ON MONDAY, MAY 27, OFFERING ALMOST ALL MEDICAL SPECIALISATIONS, DIAGNOSTIC TESTS, LABORATORY, AND GENERAL, PAEDIATRIC AND GYNAECOLOGICAL ACCIDENT AND EMERGENCY SERVICE.

The new Centro Médico Quirónsalud Alicante [Quirónsalud Alicante Medical Centre] will open its doors on Monday, May 27, and you are already able to book an appointment for practically all of its medical specialisations, diagnostic tests, laboratory and general, paediatric and gynaecological accident and emergency service. Quirónsalud Alicante is a high-resolution private medical healthcare centre that is part of Grupo Quirónsalud, which is present in 13 autonomous communities with over 100 centres. Quirónsalud is the leader in private healthcare, approaching people through experience and innovation, to offer each patient the most personalised care.

Centro Médico Quirónsalud Alicante is focused on health understood as prevention, diagnosis, treatment and healthcare education for the patient. A state-of-the-art digital hospital centre, associated with the main insurance companies, and with the vocation of offering integral, personalised and quality care, seeking the wellbeing of the patient and his or her family members.

They offer an image diagnosis service with the latest technology, to provide the best care for the patient, including x-ray equipment, 5D diagnostic gynaecological sonogram, echocardiogram (trans-oesophageal and trans-thoracic), heart rehabilitation and home monitoring for patients with cardiac devices, sports stress tests with oxygen consumption, Holter EKG, up to 72-hour early arrhythmia detection, 3D dental CT scanning and 2 endoscopy theatres. In addition, the centre will have a magnetic resonance machine (available in 2020), which will offer exceptional image quality of the human body thanks to cutting-edge software.

The centre is a building planned around the patient, with a lot of light and large spaces in all its areas, equipped with the latest technology. Additionally, the centre has a digital directory integrated into its system, which is automatically updated to include all the doctors available for consultation at any given time, and a shift management system to avoid long waiting times.

Quirónsalud Alicante is at the forefront of private healthcare in Alicante in terms of technological equipment, as well as comfort and benefits for both the patient and the professionals providing their services at the centre. We bet on a healthcare model in which the main goal is to care for people's health, putting them at the epicentre of our activities. We offer a full service portfolio with the capacity to provide integral attention for the patient in all the different medical-surgical specialisations and diagnostic and therapeutic tests.

Incorporation of Professionals

Their policy is focused on having the professionals with the highest qualifications and prestige as allies, offering state-of-the-art technology, paying special attention to quality of care in an environment with a high level of comfort for our patients and their family members.

Over one hundred professionals in different department and areas have already come on board with Quirónsalud Alicante. The new personnel, which will grow before the end of the year, have received training about Grupo Hospitalario Quirónsalud, and have participated in group activities to help them quickly adapt to the culture and quality of care and services that Quirónsalud provides its patients.

Quirónsalud in the Valencian Community and Region of Murcia

Centro Médico Quirónsalud Alicante joins 7 centres in the Valencian Community and Region of Murcia, to be part of a leading group at the forefront of medicine. We believe in a healthcare attention model in which people are at the epicentre, and which Quirónsalud now places at the disposal of all the people of Alicante, to offer them the best care for their health.

Further information at www.enlasmejoresmanos.com



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A vehicle which doesn't have or has failed an ITV (MOT) test cannot be driven on the roads of Spain. We can transport your vehicle for testing or retesting.



CAR SALES

If you are buying or selling your car we can transport it and deliver it to the new buyer hassle free, whether your car is roadworthy or not.



BREAKDOWNS

Although we are not an emergency service (contact your insurance company FIRST) we can recover your vehicle and deliver it to your home or a garage in the event of mechanical failure.



VEHICLE IMPORTS

Although we work in the Alicante province we can arrange to collect your imported vehicle at ports such as Valencia or Bilbao, by arrangement.

Samples of our coverage and prices of real journeys

In this section and below we give you some samples of our coverage area and prices to give you an idea of the costs involved in transporting your vehicle.

The actual price may differ depending on factors such as the time of day and overall distance, but these guide prices are relatively accurate and are based on real standard journeys carried out in our local area and the distance from our base.

For the longer distance journeys such as importing vehicles via Valencia, Madrid, Granada or Bilbao for example, please contact us with as much advance information as you can.

5

TORREVIEJA NUCLEUS

Local journeys in the Torrevieja city and surrounding area

10

TORREVIEJA OUTSKIRTS

The local area around Torrevieja

20

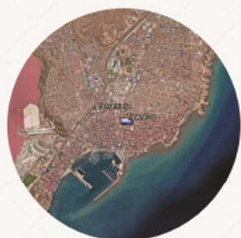
LOCAL AREA

Slightly further afield

80

CITY LINKS

From Torrevieja to nearby cities



TORREVIEJA NUCLEUS

60€



TORREVIEJA OUTSKIRTS

70€



LOCAL AREA

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CITY LINKS

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