

SPANISH TRAFFIC LAW



Compiled and commented on by Traffic Police Officers

N332



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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 are 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



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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.

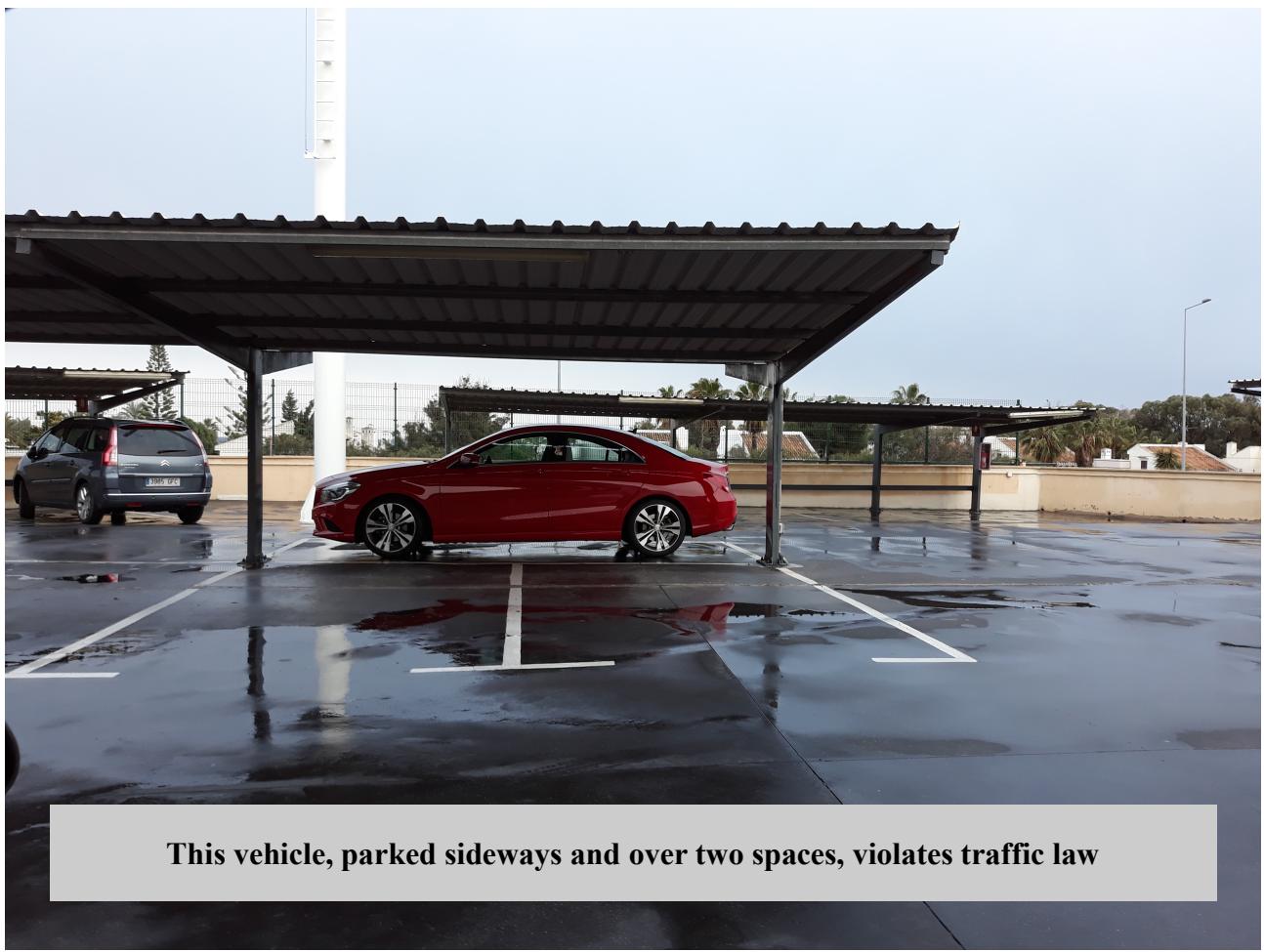
What are "Commonly used roads and land"?

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.

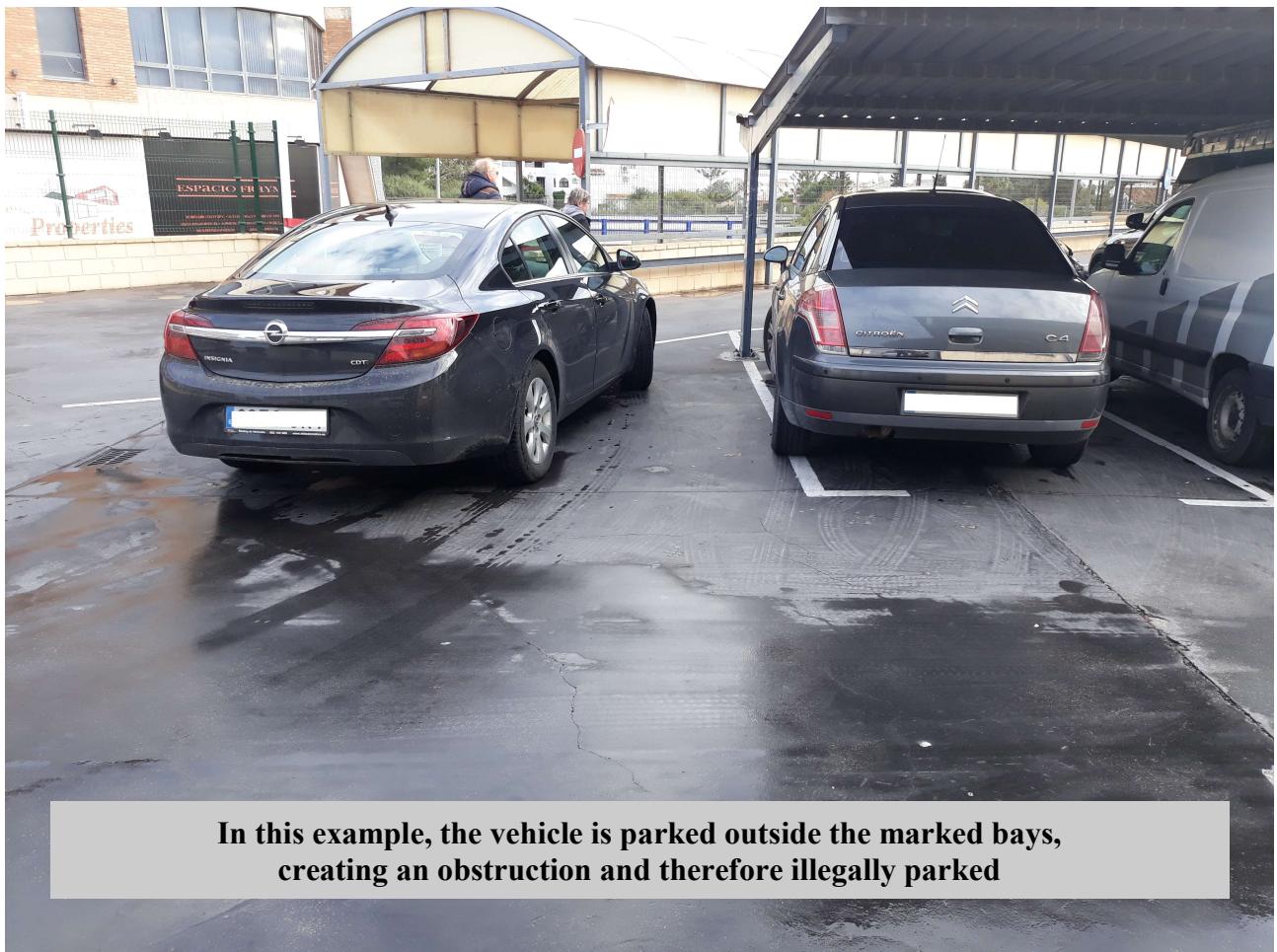
When talking about private roads and land, what do you mean when you talk about being used by an indeterminate community of users?

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.)



This vehicle, parked sideways and over two spaces, violates traffic law



In this example, the vehicle is parked outside the marked bays, creating an obstruction and therefore illegally parked



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

- 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

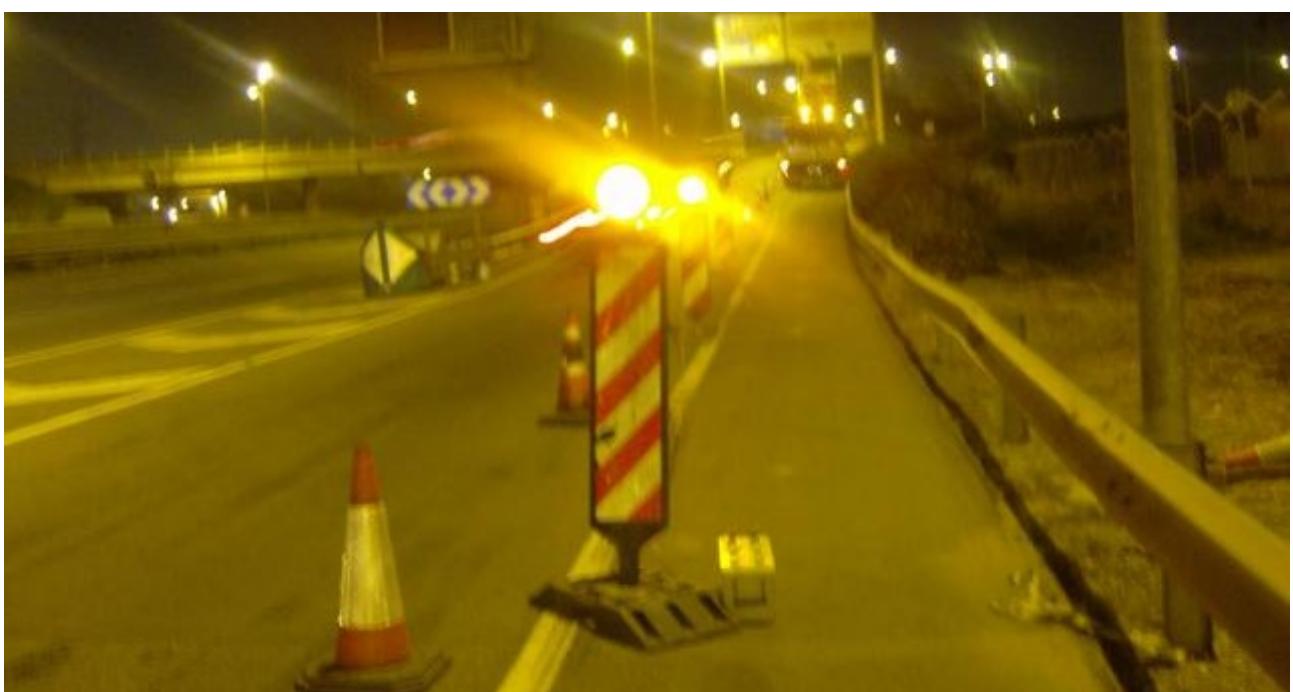
refers to signalling using pre-signalling warning devices.

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.

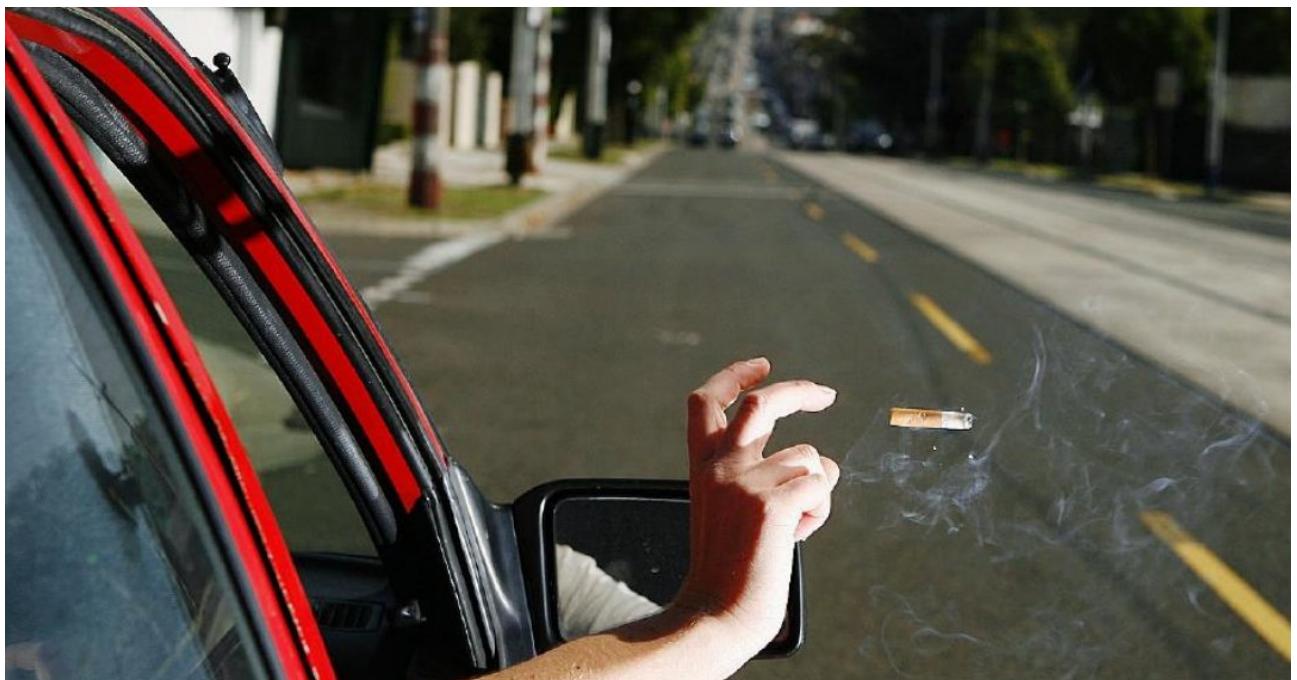


As you can see, the police left one lane for the traffic whilst emergency services were working in the other lanes

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.



- 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.

- 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

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



- 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.





Article11 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.





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.

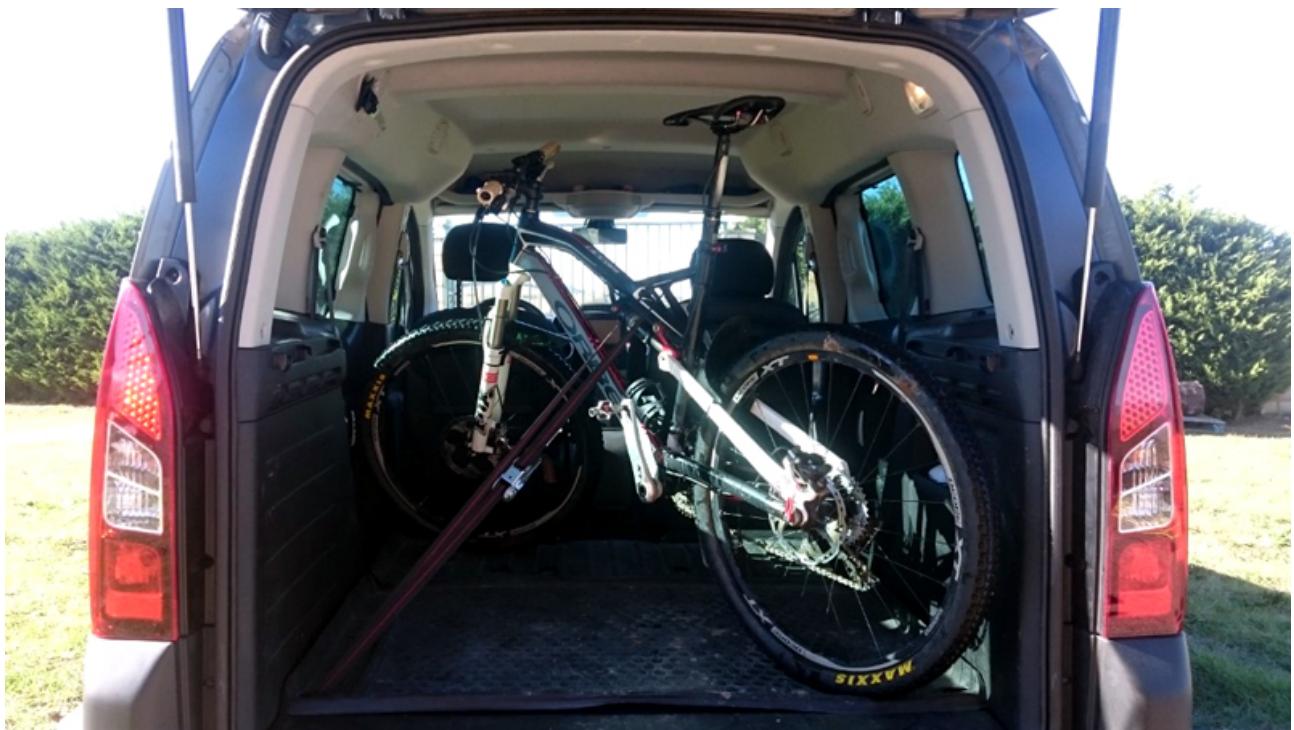


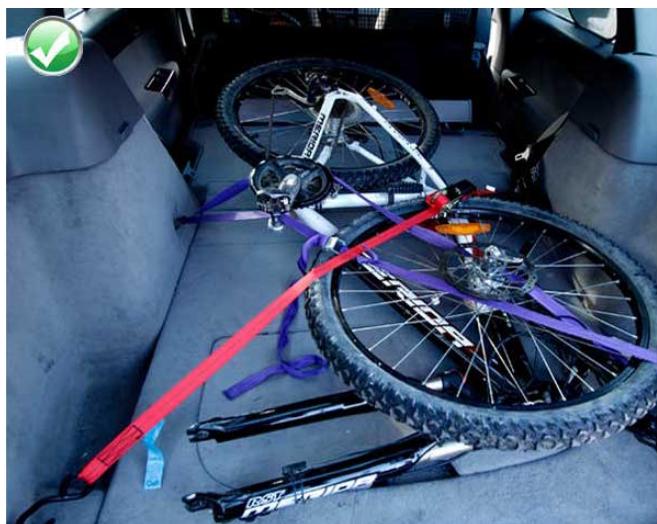












Everything must be secured in and on the vehicle and not pose a danger to other road users, either actual or potential

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.



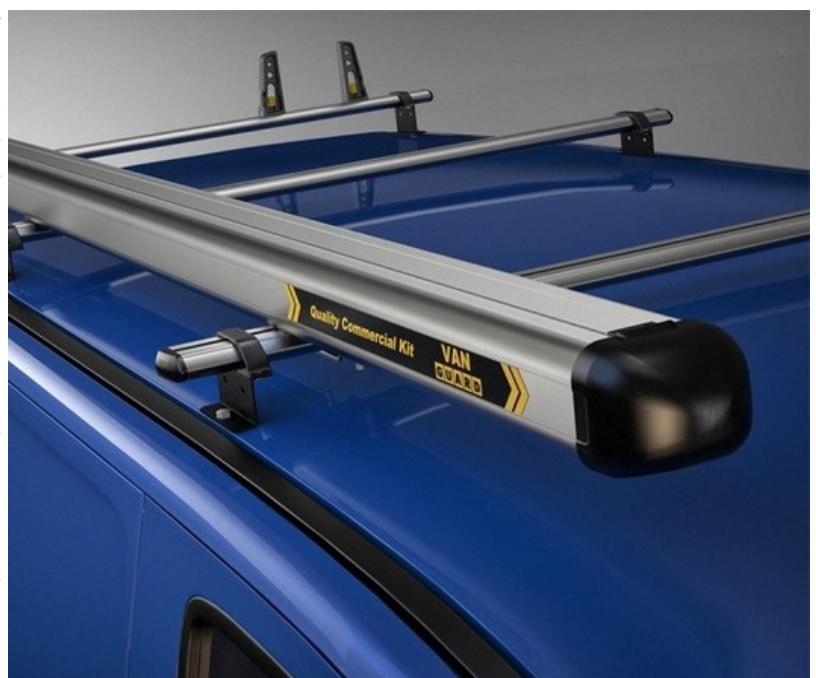
2. In the case of vehicles intended exclusively for the transport of goods and cargo, and where the load is indivisible, then provided that the recommended storage and transport conditions are met the following may protrude:

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.

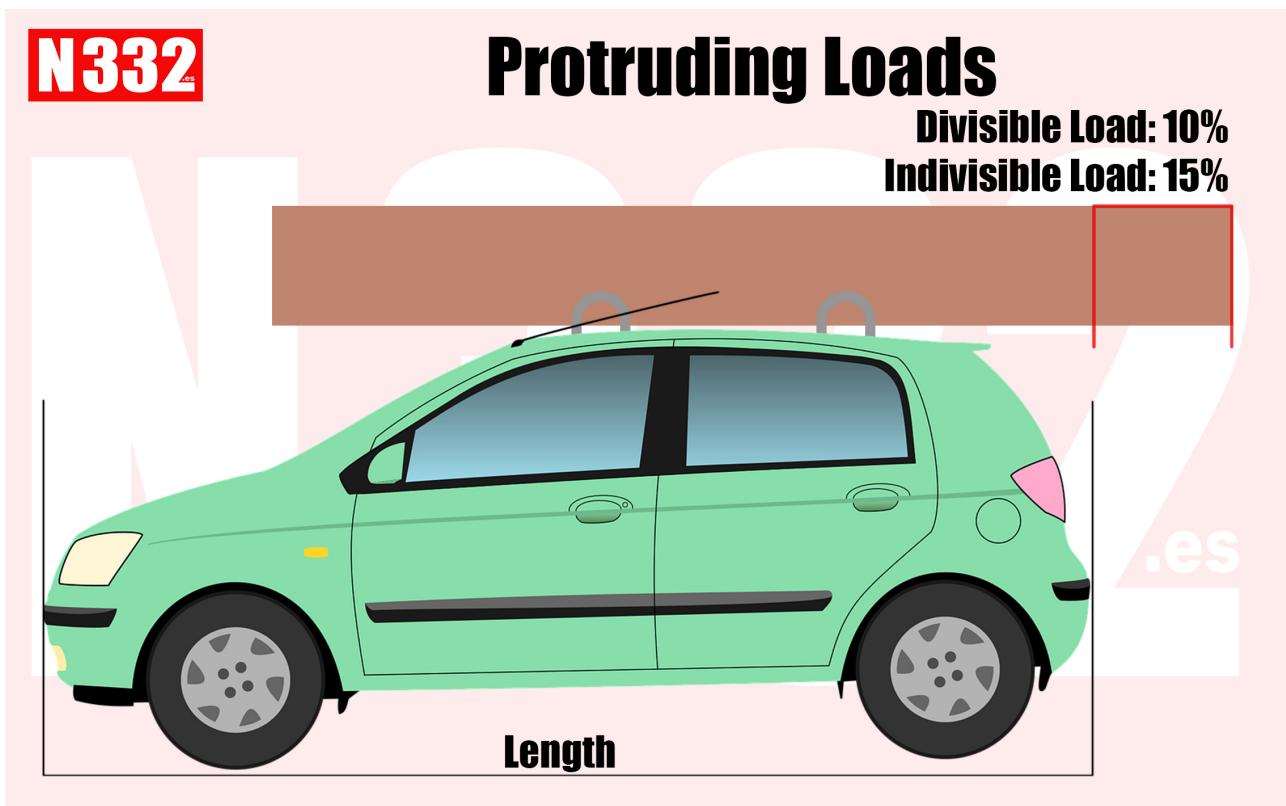


Remember that a saloon car is not a vehicle dedicated to the transport of goods, so the cargo cannot project laterally.

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.

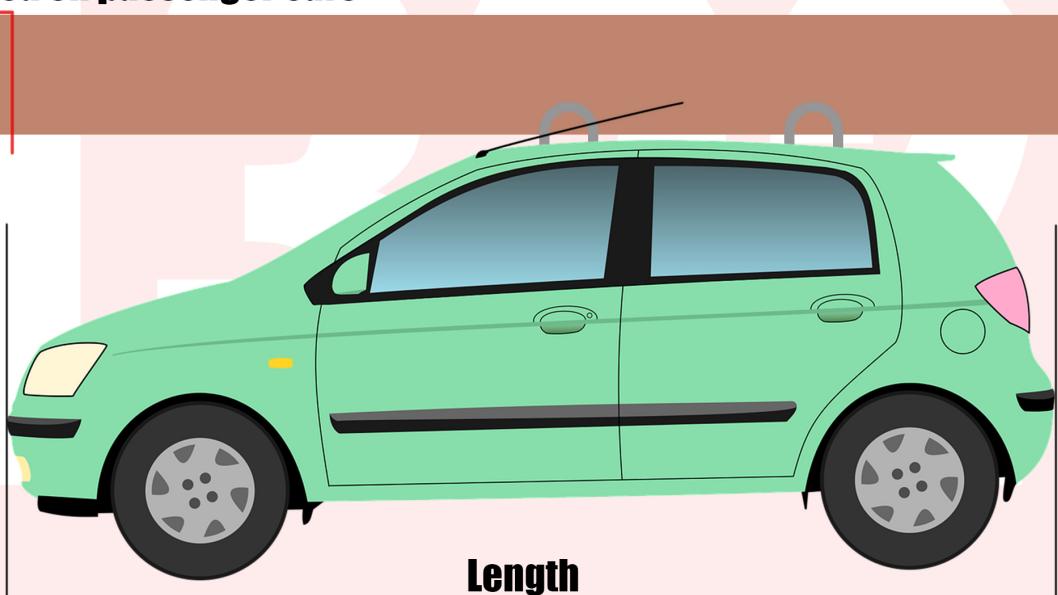




N332

Protruding Loads

Overhanging at the front is not permitted on passenger cars



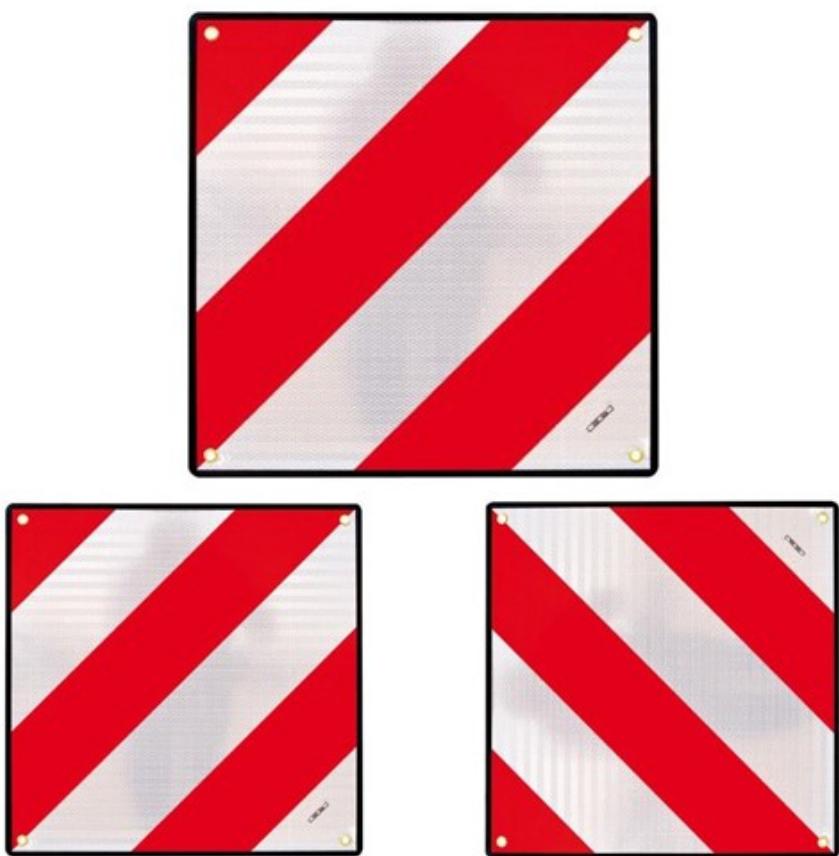
Length



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



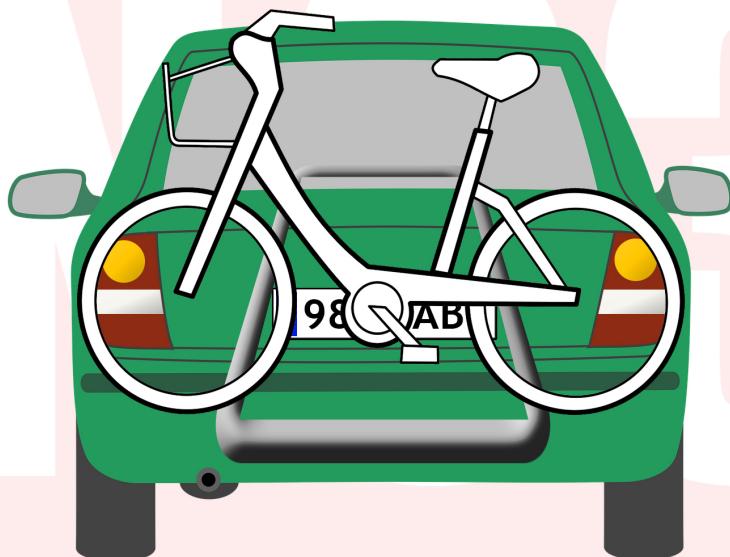
N332 Carrying a Bike on the Back of a Car

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

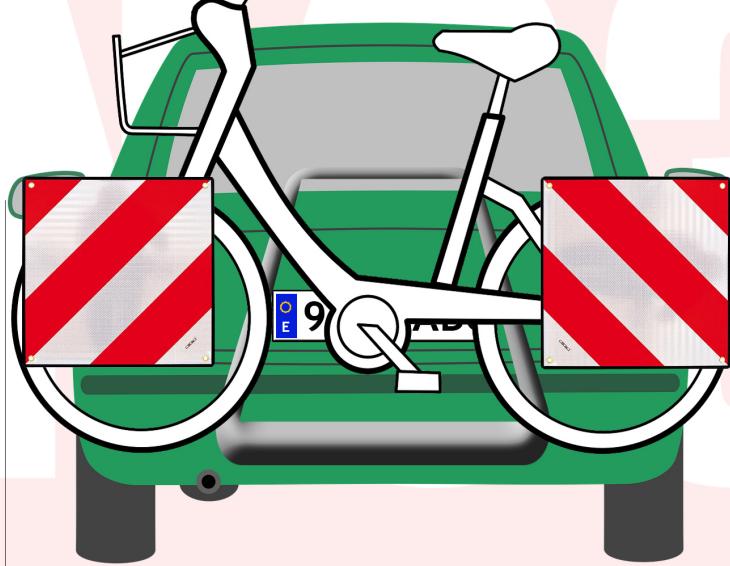
If the load is narrower than the width of the vehicle



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

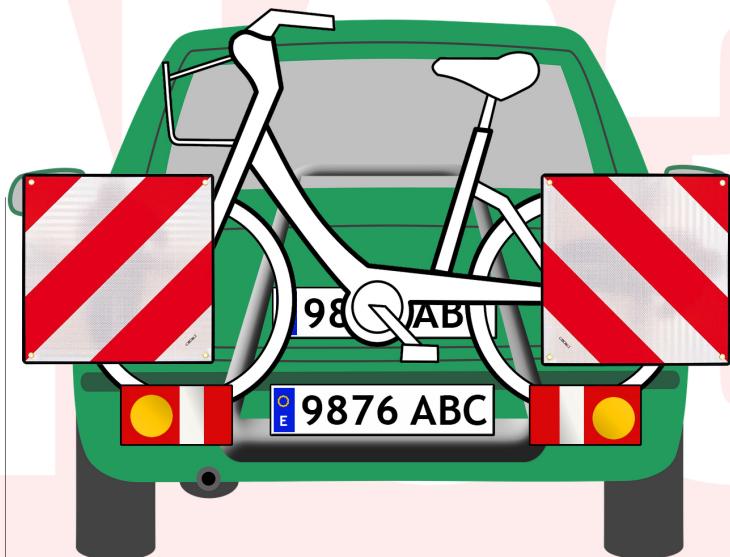
If the load is wider than the width of the vehicle



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

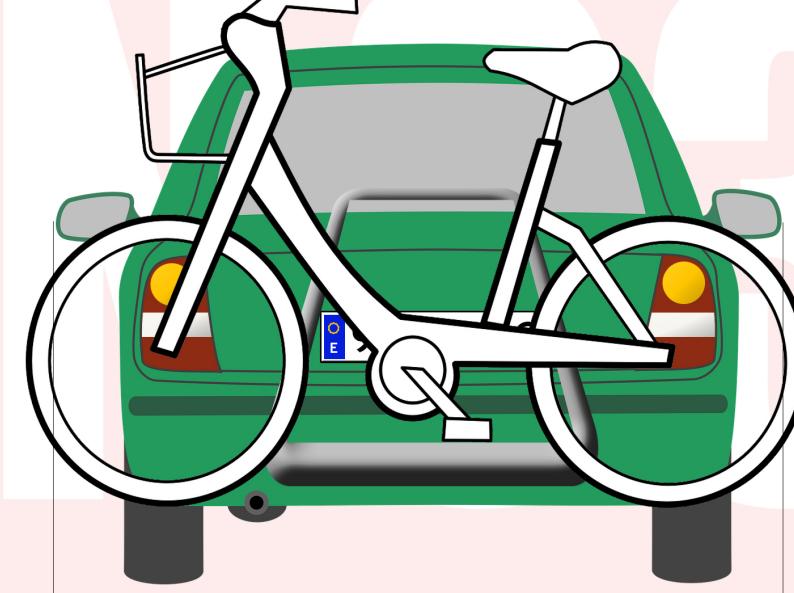
If the load covers the number plate or lights of the vehicle



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.