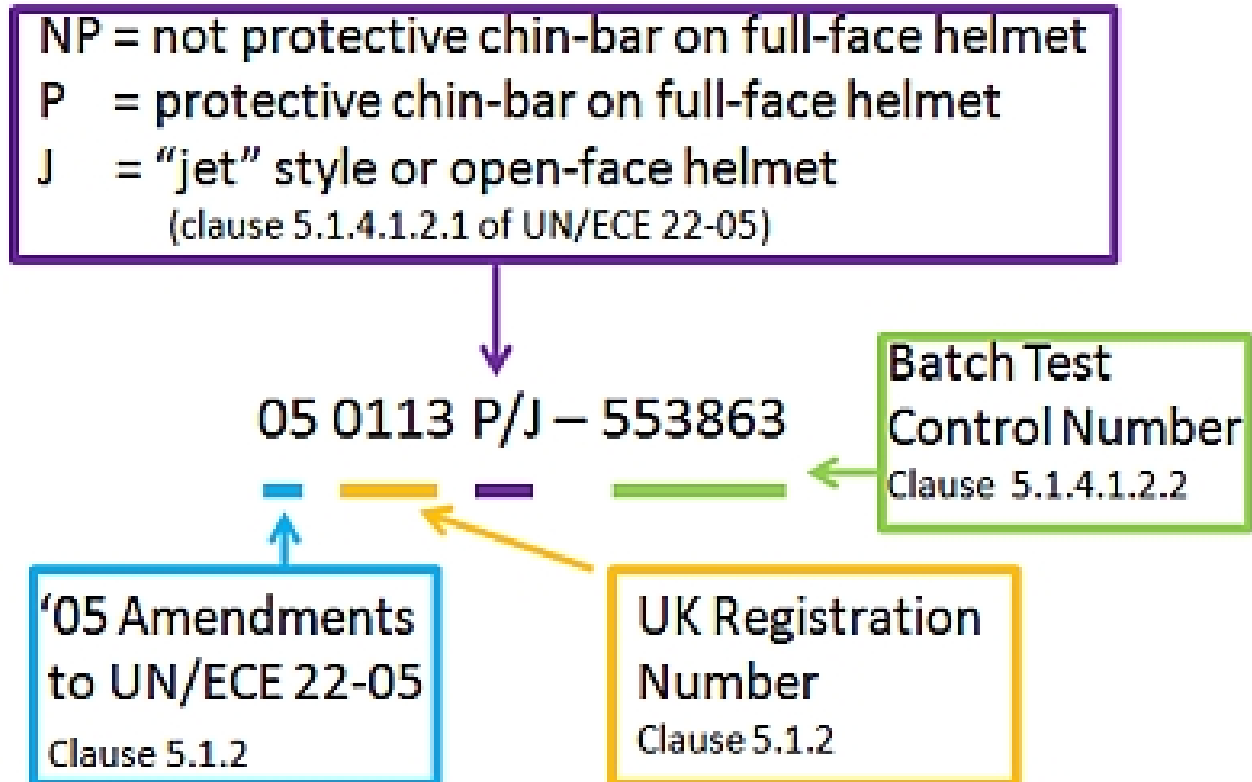


Article 118 Helmets and other protective elements

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.

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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.

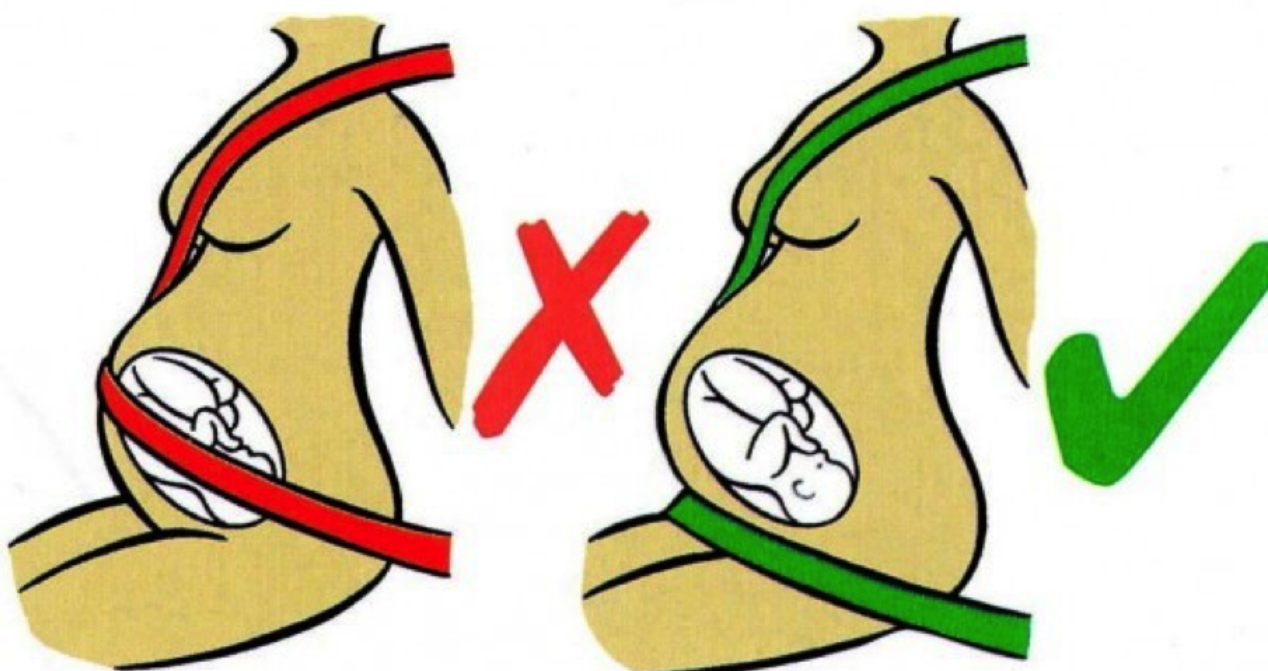
C) People who accompany a student or apprentice during the teaching of driving or aptitude tests and are in charge of the additional controls of the car, taking responsibility for the safety of the traffic.

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.





VS



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

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European Accident Statement

don't get angry

be polite

keep calm

see directions for use

ACCIDENT STATEMENT

Sheet 1/2

1. Date of accident	Time	2. Locality: Country: Place:	3. Injury(ies) even if slight no <input type="checkbox"/> yes <input type="checkbox"/>
4. Material damage other than to vehicles A and B <input type="checkbox"/> objects other than vehicles <input type="checkbox"/> no <input type="checkbox"/> yes <input type="checkbox"/>			
5. Witnesses: names, addresses, tel.:			

VEHICLE A		VEHICLE B	
6. Insured/policyholder (see insurance certificate) NAME: First name: Address: Postal code: Country: Tel. or E-mail:		6. Insured/policyholder (see insurance certificate) NAME: First name: Address: Postal code: Country: Tel. or E-mail:	
7. Vehicle MOTOR TRAILER Make, type Registration N° Country of registration		7. Vehicle MOTOR TRAILER 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 <input type="checkbox"/> yes <input type="checkbox"/>		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 <input type="checkbox"/> yes <input type="checkbox"/>	
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:		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:	
12. CIRCUMSTANCES Put a cross in each of the relevant boxes to help explain the drawing * delete where appropriate 1 <input type="checkbox"/> parked/stopped 2 <input type="checkbox"/> leaving a parking place/ opening the door 3 <input type="checkbox"/> entering a parking place 4 <input type="checkbox"/> emerging from a car park, from private ground, from a track 5 <input type="checkbox"/> entering a car park, private ground, a track 6 <input type="checkbox"/> entering a roundabout 7 <input type="checkbox"/> circulating a roundabout 8 <input type="checkbox"/> striking the rear of the other vehicle while going in the same direction and in the same lane 9 <input type="checkbox"/> going in the same direction but in a different lane 10 <input type="checkbox"/> changing lanes 11 <input type="checkbox"/> overtaking 12 <input type="checkbox"/> turning to the right 13 <input type="checkbox"/> turning to the left 14 <input type="checkbox"/> reversing 15 <input type="checkbox"/> encroaching on a lane reserved for circulation in the opposite direction 16 <input type="checkbox"/> coming from the right (at road junctions) 17 <input type="checkbox"/> had not observed a right of way sign or a red light 18 <input type="checkbox"/> state number of boxes marked with a cross			
13. Sketch of accident when impact occurred 13.1. The layout of the road - 13.2. By arrow the direction of the vehicle A, B & the position of the first impact - 13.3. The road signs - 13.4. Signs of the first impact or marks			
10. Indicate the point of initial impact to vehicle A by an arrow →		10. Indicate the point of initial impact to vehicle B by an arrow →	
11. Visible damage to vehicle A:		11. Visible damage to vehicle B:	
14. My remarks:		14. My remarks:	
15. Signatures of the drivers		15. Signatures of the drivers	

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).

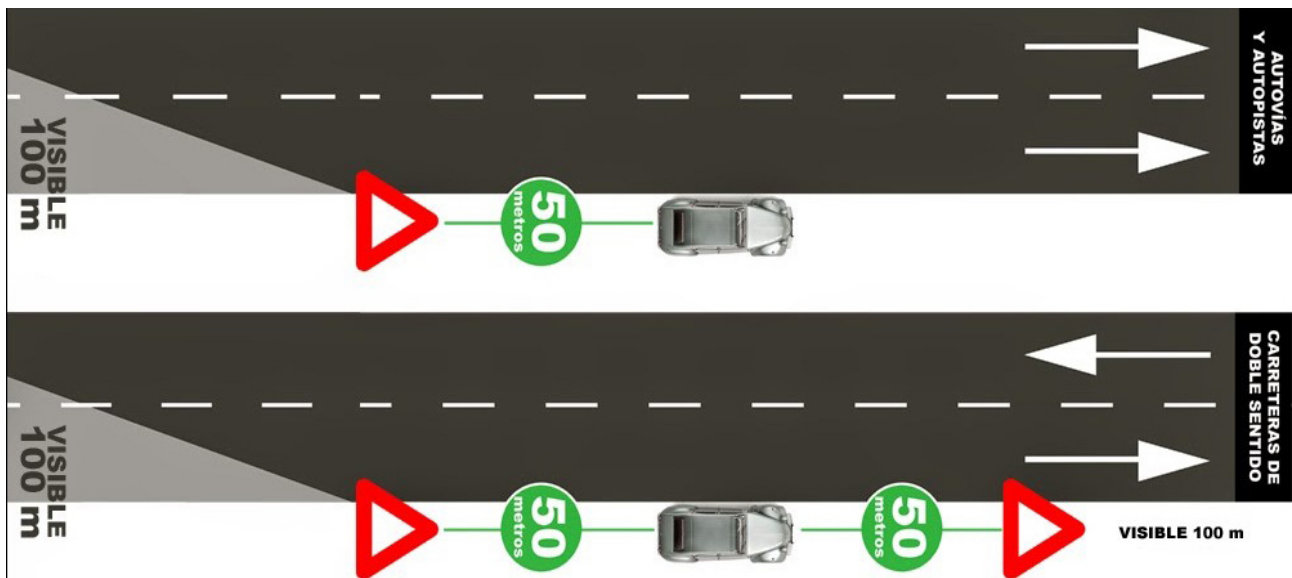


The image shows how one of the drivers places the triangle to signal the incident. That distance is not enough, remember that the triangle must be at least 50 metres from the vehicle and be visible from 100 metres.

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.



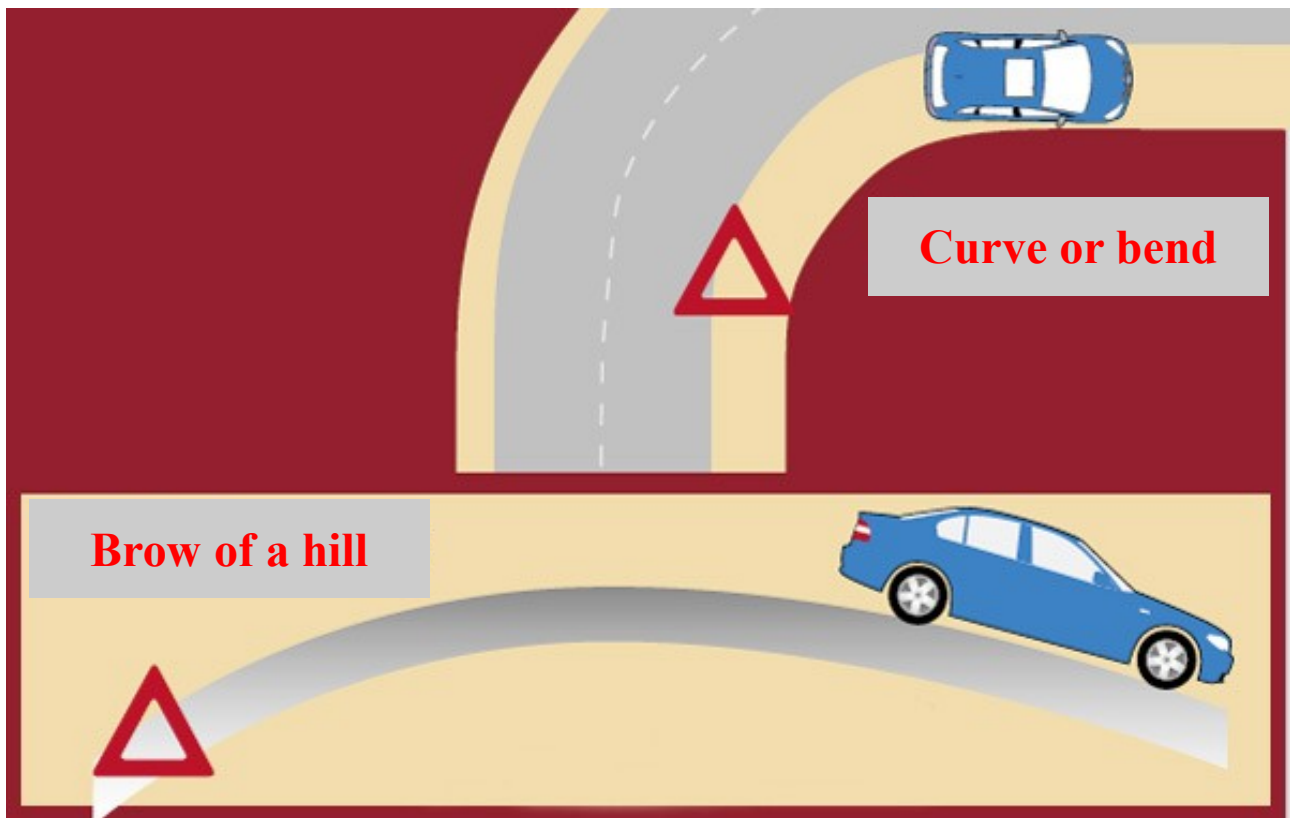


When traffic flows in one direction, such as on a motorway or dual carriageway, only one triangle is required, 50 metres behind the stricken vehicle, visible from 100 metres.

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.



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).

