

MINISTERIO  
DEL INTERIOR

REGULATORY UNIT

**SUBJECT: Motorhomes**

## **PROT Instruction 2023/14**

The progressive development of the economic and leisure sector linked to motorhomes over the last two decades has reached its peak after the crisis caused by the global pandemic.

The positive growth ratios in the sale and rental of motorhomes are constant year after year, which, together with a rapid increase in tourists visiting Spain in these vehicles, demonstrate the importance of the sector for the country. In this regard, it cannot be ignored that countries in our environment such as France and Germany have more than half a million motorhomes in use, registered in their respective territories.

The parliamentary requests or motions from associations related to motorhomes have been relevant. Among them, the Non-Law Proposal before the Congress of Deputies of October 27, 2020, which calls for a study to be carried out to analyze all regulatory aspects related to motorhome mobility, stands out.

This non-legislative proposal highlights the motorhome sector as a promoter of tourism recovery and economic activity in the country, as well as safe and responsible tourism.

In line with the PNL of October 27, 2020 and with the proposals of the sector, there is the need to prepare a new Instruction of the General Directorate of Traffic that, while maintaining the positive aspects of Instruction 08/V-74 clarifying the regulations in force linked to motorhomes, also includes new regulations or legislative modifications, affecting this type of vehicle, that have occurred since 2008 when Instruction 08/V-74 was issued.

The General Directorate of Traffic, through this Instruction, compiles and interprets, in some cases, those regulatory references related to the motorhome sector, which, even if they are not specific to traffic and road safety regulations, significantly affect the users of these unique vehicles, providing useful information to respond to queries that the sector has been raising both to the Central Services of the General Directorate of Traffic, as well as to the Traffic Headquarters.

## 1.- CONCEPT

**Motorhomes are ordinary registered motor vehicles** whose characteristics are detailed in Annex II of the General Vehicle Regulations, approved by Royal Decree 2822/1998, of December 23, which defines a motorhome as *"a vehicle built for a special purpose, including living accommodation and containing, at least, the following equipment: seats and table, beds or bunk beds that can be converted into seats, kitchen and cupboards or similar. This equipment will be rigidly fixed to the living compartment. The seats and table can be designed to be easily dismantled."*

Motorhomes are built on the chassis of commercial vehicles commonly used for the manufacture of vans and light trucks, their length usually ranges between 5.50 m. and 8.00 m., their average height is around 3.00 m. and

Their maximum authorised weight is very often 3,500 kg and in some cases higher, construction characteristics that have nothing to do with an average passenger car and that affect its manoeuvrability, braking distance, behaviour when turning, etc.

Motorhomes will have a classification based on construction criteria on their ITV card, which will generally correspond to one of these two numbers: " 32-

*Motorhome MMA ≤ 3,500" or "33- Motorhome MMA > 3,500 kg". In certain cases, they may also be associated with the figures: "24 Van/ Van MMA ≤ 3,500 kg" or "31- Adaptable mixed vehicle".*

## 2.- SPEEDS

### 2.1 – Maximum speeds outside of towns

Article 48 of the General Traffic Regulations, approved by Royal Decree 1428/2003, of November 21, regulates maximum speeds on roads outside built-up areas.

Regarding motorhomes, the following limits stand out, among other regulations:

	Motorhomes with a maximum authorized mass equal to or less than 3,500 kg	Motorhomes with maximum authorized mass over 3,500 kg
Highway and dual carriageway	120	90
Conventional	90	80

Violations of the rules contained in said article are considered serious or very serious, depending on the speed limit.

## 2.2 – Minimum speed in and out of town

Motorhome drivers must comply with the rules of Article 49 of the General Traffic Regulations regarding minimum speeds in and out of town.

Violations of the rules of this article are considered serious.

## 2.3 - Speeds on urban roads and crossings

Motorhome drivers are subject to the rules of Article 50 of the Regulations General Circulation Code that delimits the maximum speeds on urban roads and crossings, according to the following criteria:

The **general speed limit on urban roads** will be:

- a) 20 km/h on roads with a single carriageway and sidewalk.
- b) 30 km/h on roads with a single lane in each direction of traffic.
- c) 50 km/h on roads with two or more lanes in each direction of traffic.

The **general speed limit for crossings** is 50 km/h.

The **general speed limit on motorways and dual carriageways that run through towns** will be 80 km/h.

Violations of these rules are considered serious or very serious, depending on the speed limit.

## 3.- STOPPING AND PARKING

Under the title "Stopping and parking", the General Traffic Regulations regulate in its Chapter VIII (Articles 90 to 94) of Title II, the rules applicable to these maneuvers, relating to places where they must be carried out, method and form of execution, placement of the vehicle, municipal ordinances and prohibited places, which must be observed by all vehicles in general.

### 3.1 - Urban Roads

In relation to the places where stopping and parking must take place on urban roads, article 90.2 of the General Traffic Regulations indicates in its paragraph

Second, the provisions of the ordinances issued by the municipal authorities must be observed for this purpose, in relation to which Article 93 states the following:

*“1. The stopping and parking regime on urban roads shall be regulated by municipal ordinance, and the necessary measures may be adopted to avoid obstruction of traffic, including time limits on the duration of parking, as well as the necessary corrective measures, including the removal of the vehicle or its immobilization when it is not provided with a title that allows parking in areas limited in time, or exceeds the authorization granted until the identification of the driver is achieved.*

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

One of the most frequent complaints made to the General Directorate of Traffic by motorhome users is the parking ban applicable to these vehicles on part or all of the urban roads that some municipalities incorporate into their ordinances.

These regulations are made under Article 7 of the Revised Text of the Law on Traffic, Motor Vehicle Circulation and Road Safety, approved by Royal Decree Legislative Decree 6/2015, of October 30, which attributes to the municipalities, within the scope of this Law, a series of powers, including:

*“b) The regulation by Municipal Traffic Ordinance of the use of urban roads, making the equitable distribution of parking spaces among all users compatible with the necessary fluidity of road traffic, as well as the establishment of limited parking measures, in order to guarantee the rotation of parking spaces, ...”*

Therefore, in the opinion of this General Directorate of Traffic, it is indisputable that the exclusion of certain users must necessarily be motivated and based on objective reasons such as the external dimensions of a vehicle or its maximum authorized mass, but not because of its construction or use criteria or for subjective reasons such as possible uncivil behavior of some users such as nighttime noise, dumping of garbage or used water on public roads, monopolization of public space through the placement of structures and equipment or other situations of abuse against which local authorities have effective legal tools that must be used in a non-discriminatory manner against all offenders, whether they are users of motorhomes or any other type of vehicle.

Motorhomes can therefore carry out stopping and parking manoeuvres under the same conditions and with the same limitations as any other vehicle.



Regarding the method and form of stopping and parking, article 91 of the General Traffic Regulations establishes that these maneuvers *"must be carried out in such a way that the vehicle does not obstruct traffic or constitute a risk to other road users, taking special care in the positioning of the vehicle and preventing it from moving in the absence of the driver."*

Regarding the placement of the vehicle, article 92 of the aforementioned General Regulations of Circulation establishes the following:

*"1. Stopping and parking shall be carried out by placing the vehicle parallel to the edge of the road. As an exception, another positioning shall be permitted when the characteristics of the road or other circumstances so advise.*

*2. Every driver who stops or parks his vehicle must do so in a way that allows for the best use of the remaining available space.*

*3. When dealing with a motor vehicle or moped and the driver has to leave his seat, he must also observe, insofar as they are applicable, the following rules:*

*a) Stop the engine and disconnect the starter system and, if you move away from the vehicle, take the necessary precautions to prevent unauthorized use.*

*b) Leave the parking brake applied.*

*c) In a vehicle equipped with a gearbox, leave it in first gear, on an uphill slope, and reverse gear, on a downhill slope, or, where appropriate, in the park position.*

*(d) In the case of a vehicle with a maximum authorised mass of more than 3,500 kilograms, a bus or a combination of vehicles and the stop or parking is carried out in a place with a significant slope, its driver must also ensure that it is properly chocked, either by placing chocks, without using any elements such as stones or other elements not expressly intended for this purpose, or by supporting one of the steering wheels on the kerb of the pavement, tilting them towards the centre of the roadway on uphill slopes and outwards on downhill slopes. Once used, chocks must be removed from the road when driving again."*

Among the requirements that the General Traffic Regulations demand for carrying out the parking maneuver is not the abandonment of the vehicle by its occupants, so this General Directorate of Traffic considers that as long as any vehicle is correctly parked, without exceeding the road markings delimiting the parking area, or the temporary limitation of the same, if there is one,



It is not relevant whether its occupants are inside the vehicle. The motorhome is no exception, as long as the activity that can be carried out inside it does not spill over to the outside by means of the deployment of elements that exceed the perimeter of the vehicle, understood as the projection of the vehicle on the ground plan, such as stalls, awnings, levelling devices, stabilisation supports, etc., so the presence of occupants inside the vehicle is completely irrelevant for the purposes of considering a vehicle as correctly parked.

In this context, it is necessary to clarify some concepts that affect motorhomes:

a) **Parking is a maneuver** regulated by the General Traffic Regulations.

b) **Camping is an activity** that is not regulated by traffic regulations but by tourism regulations.

c) **Parking is part of the traffic circulation act** as it is a permitted manoeuvre and, therefore, is subject to the legal regulations governing traffic, not tourism.

The Road Safety Law itself defines it in Annex I (Basic Concepts), in section 82: Immobilization of a vehicle that is not stopped or stopped.

d) **Parking is not camping.** As we have seen, parking is performing a manoeuvre consisting of immobilising a vehicle in a given space, complying with the requirements set out in article 92 of the General Traffic Regulations. Camping is an activity regulated by the Tourism regulations, which are reproduced in section 7.1 of this Instruction. From the comparison of both regulations, it can be concluded that the traffic regulations apply to the parking manoeuvre when the following requirements are met in said parking:

1. That the vehicle, with the engine stopped, is only in contact with the ground through the wheels (stabilising legs or any other device are not used, except for chocks, provided for by the General Traffic Regulations).

2. That the vehicle does not occupy more surface area than it occupies when closed, that is, without the deployment of projectable elements, chairs, tables, etc., elements that can invade a surface area greater than that delimited by the perimeter of the vehicle, understood as the projection on the ground plan of the same.

3. That the vehicle does not emit any type of fluids or noise to the outside.

If any of the above requirements are not met, we would not be dealing with a maneuver contemplated by the sectorial regulations for vehicle traffic and of a habitual nature, such as parking, but rather with an activity that will be regulated, in its entirety.



case, by the corresponding regulations based on the factual situation that occurs. If the requirements of the previous section are met, the parking of the motorhome constitutes a parking identical to that of other automobiles, without any other obligations different from those of other automobiles with the same technical characteristics.

All of the above shall be understood without prejudice to the powers of the municipalities, through their municipal regulations, to limit or regulate, without discrimination based on the type of vehicle, the stopping and parking points under criteria of physical traffic management, commerce or environmental criteria, or with the aim of promoting the arrival of this type of motorhome tourism, establishing for this purpose, parking zones or areas or, where appropriate, camping.

Likewise, regional regulations that have been approved or may be approved for the purpose of promoting tourism in the national territory will be taken into account, in order to encourage a new type of accommodation that will in any case coexist with the full application of national legislation on traffic and road safety and in particular the regulations relating to stopping and parking manoeuvres.

### **3.2 Interurban Roads**

Article 90.1 of the General Traffic Regulations defines the places where stops and parking must be made on interurban roads, indicating that this must be done outside the roadway, on the right side of it, leaving the passable part of the shoulder free.

In general, stopping and parking manoeuvres are prohibited for all vehicles on motorways and dual carriageways, except in areas specially designated for this purpose, the location, design, construction and maintenance of which is the responsibility of the owners of these inter-city roads and not of the General Directorate of Traffic.

The rules relating to the method and form of execution contained in articles 91 and 92 of the General Traffic Regulations included in the previous point, as well as the considerations made in relation to parking on urban roads regarding the presence of people inside the correctly parked vehicle, apply to stopping and parking on interurban roads, without prejudice to the possibility of parking in service station areas or on private land with whose owners other conditions may be agreed, provided that municipal regulations allow it.

### **3.3 Maritime-terrestrial zones**

Even though it is not a matter of traffic and road safety regulations, as motorhomes are vehicles linked to tourism and Spain is an eminently coastal country, it is estimated







## 7.- RECEPTION OR CAMPING AREAS

These are facilities specifically designed to provide service or accommodation to motorhomes, providing a series of services necessary for these vehicles.

Regarding the reception areas, some regional regulations, such as that of Navarra, in this case for illustrative purposes, specify the minimum services and facilities that these areas must have:

- A clean point which will consist of a connection to the water network and a self-cleaning container or discharge pit.
- Phone.
- Drinking water source.
- Washbasins, showers, toilets and laundry rooms. In all cases, they will be provided with permanent hot water, sufficient lighting and effective cleaning services.
- An electrical supply power. At least one low voltage electrical connection will be made available to users so that they can recharge the batteries of the vehicle.
- Traveler control service for appropriate legal purposes and continuous surveillance service.
- First aid medical supplies in a visible place provided for this purpose.

### 7.1 – Regional regulations

Recent regional legislation is deepening the regulation of areas for the reception of motorhomes as a type of tourist accommodation. These regional regulations understand that at the present time it is necessary to satisfy the demand of new tourists who travel in motorhomes and similar, whose needs have become detached from those of the users of traditional tourist camps by taking advantage of the autonomy provided by the vehicle in which they travel and spend the night, thus generating a different type of tourism. Therefore, it is necessary to facilitate this tourism by regulating the reception areas for motorhomes, as well as differentiating between parking and camping for this type of vehicle.

**Navarra** regulates the reception and camping areas for motorhomes, through the Foral Decree 103/2014, of November 5, on the organization of reception areas and



motorhome camping. This Decree is in accordance with the interpretative criteria of this Instruction, as well as with the criteria of motorhome users, when they request its treatment as a private vehicle as long as it does not have a strictly physical external condition, and is treated as such and only regulated based on its size and condition, and not by its use.

Its art. 1 establishes that:

*"2. The following are excluded from the scope of this regional decree: a) The stopping and parking of motorhomes and similar vehicles in areas designated for this purpose on roads, highways, urban roads and car parks. Any motorhome or similar vehicle stopped or parked in authorized areas of urban or interurban public roads, in accordance with traffic and vehicle circulation regulations, which does not exceed or expand its perimeter by transforming or deploying elements of the vehicle, is supported by its own wheels without using chocks and does not spill substances or waste onto the road, shall not be considered to be camping."*

In the Autonomous Community of **Andalusia**, the development of the regulation regarding itinerant tourism is found in Decree 26/2018 of January 23, on the regulation of tourist camps. One of the aspects of improvement established by the current decree is to respond to the new accommodation formats in tourist camps, such as motorhome tourism. Specifically, the decree establishes a new group within the category of tourist accommodation in camps: overnight areas for motorhomes.

As with other regional regulations, Decree 26/2018 in its article 1, Point 4 leaves room for alternative behaviour of itinerant tourism in accordance with traffic regulations, according to which a vehicle-dwelling is not considered to be camping if it does not extend the space in any way, either in the form of sound or physical emissions, or interfere in any way with traffic or other urban aspects. It says:

*"The following are excluded from the scope of application of this Decree and, therefore, may not use the terms "tourist camp", "campsite", "motorhome overnight area", or the names of specialities in Annex III of this Decree, in their name and advertising: Parking areas for motorhomes, caravans and campers on urban roads, which will be regulated by municipal ordinance, and on interurban roads, in accordance with the General Traffic Regulations, or any place reserved for parking for motorhomes regulated by their sectorial regulations."*

In **Extremadura**, the use of motorhomes is regulated by Law 6/2018, of July 12, amending Law 2/2011, of January 31, on the development and modernization of motorhome tourism. Extremadura, which adds to said law an article 66 bis entitled "*Motorhome areas*" which establishes:

*"They are spaces of land intended exclusively for the accommodation of motorhomes or similar, duly delimited, equipped and conditioned, open to the public for their*

*temporary occupation, with the possibility of establishing a price, in the terms determined by regulation.”*

In **Castilla-La Mancha**, the matter is regulated by Decree 94/2018, of December 18, which regulates the regulation of campsites and areas for motorhomes in Castilla-La Mancha, in which in its art. 3 it excludes from the application of the Decree, among others, in the following case:

*“c) The stopping and parking of motorhomes and similar vehicles in the areas designated for this purpose on roads, highways, urban roads and parking lots, as well as similar areas designated by the City Councils.”*

In **Catalonia**, through Decree 75/2020, of August 4, on tourism, like the Navarrese regulations, it also leaves room for the alternative behavior of itinerant tourism in accordance with the traffic regulations by which a vehicle-housing is not considered camping if it does not make any type of extension on the space, either in the form of sound or physical emissions, or interfere in any way with traffic or other urban aspects. Art. 213-22 provides that:

*“A motorhome that is stopped or parked in designated areas of urban or interurban public roads, in accordance with traffic and vehicle circulation regulations, that does not exceed or expand its perimeter by transforming or deploying elements of the motorhome, is supported by its own wheels without using wedges, and does not spill substances or waste onto the road is considered not to be camping.”*

In **Valencia**, the regulation is carried out through Decree 10/2021, of January 22, of the Consell, approving the Regulation governing tourist accommodation in the Valencian Community, in which the provisions of article 2, section 5, make it clear that the parking of motorhomes with or without the intention of staying overnight is excluded from the application of this Decree, since the parking of these vehicles is neither prohibited nor regulated, given that this issue is not the responsibility of tourism regulations.

In **Asturias**, Decree 61/2022, of September 23, on the Regulation of tourist camps and special areas for the reception of motorhomes in transit, which also takes into account the exclusion of application of this Decree when traffic regulations are applicable, as provided for in its art. 2.d):

*“A motorhome is considered not to be camping if it is stopped or parked in authorized areas of urban and interurban public roads, in accordance with traffic and circulation regulations, when the only contact with the ground is through the wheels; it does not exceed or expand its perimeter by transforming or deploying elements of the motorhome, so that it does not occupy more space than that of the motorhome, there is no more*

*emissions and noise that may be emitted by the engine combustion and does not dump substances or waste onto the road."*

## 7.2 – Data communication

In compliance with Royal Decree 933/2021, of October 26, which establishes the documentary registration and information obligations of natural or legal persons who carry out lodging and motor vehicle rental activities, motorhome users are obliged to communicate the personal data determined by regulation, depending on whether they are lodging or vehicle rental activities, to the following natural or legal persons:

- Commercial accommodation establishments open to the public integrated into this sector in accordance with the regulations issued by the competent administration.
- Campsites and motorhome parking areas.
- Companies dedicated specifically to vehicle rental.
- Tour operators that provide intermediary services between companies dedicated to lodging or vehicle rental and consumers.
- Digital platforms dedicated, for a fee or free of charge, to intermediation in these activities via the Internet.

## 7.3 – Signage for service or reception areas

The Catalogue of Vertical Signs of the Ministry of Transport, Mobility and Urban Agenda includes the sign S-128 *"Emptying point for caravans and motorhomes"* which indicates a location where parking for motorhomes, vans and motorhomes is authorised and where the grey and black water tanks can be emptied, waste water can be emptied with sewerage services and a water intake.

## 8.- TRANSPORTATION OF AUXILIARY VEHICLES

It is very common for motorhomes to transport auxiliary vehicles, usually bicycles, a moped, a small-capacity motorcycle or a Personal Mobility Vehicle. This practice is authorised provided that a bicycle rack or other removable element intended for this purpose is used and, when it protrudes from the floor plan of the motorhome, the following requirements are met in accordance with the provisions of article 15 of the General Traffic Regulations:



- That it protrudes from the plan projection of the motorhome, at the rear, up to 10% of its length and if it were a single vehicle (indivisible load), 15%.
- All appropriate precautions must be taken to avoid damage or danger to other road users, and the protruding end must be protected to reduce the effects of a possible friction or collision.
- It must be marked using the V-20 sign referred to in Annex XI of the General Vehicle Regulations. This sign must be placed at the rear end of the load so that it remains constantly perpendicular to the axis of the vehicle.

In relation to the queries made to the DGT about the possibility of a motorhome towing a tourist vehicle, this possibility is not permitted in the General Vehicle Regulations, since it only contemplates that a towing vehicle can tow a trailer or semi-trailer (articles 13 and 26). Likewise, only "Public road assistance operators" may carry out the action of towing or dragging vehicles that have broken down on public roads or are immobilized for any other reason, as determined by Royal Decree 159/2021, of March 16, which regulates assistance services on public roads.

Without prejudice to the foregoing, the circulation of a set of vehicles consisting of a motorhome and a trailer or semi-trailer on which another vehicle is transported is permitted if the set meets the conditions for circulation on public roads,

It complies with the technical requirements set out in Regulation (EU) 2018/858 and UNECE Regulations 55 or 102 on mechanical coupling devices and also does not exceed the maximum authorised length for these sets, which is 18.75 metres for trailers and 16.50 metres for semi-trailers.

## **9.- ENTRY INTO FORCE**

This instruction repeals the previous DGT Instruction 08/V-74 for Motorhomes.

This instruction will enter into force on the date of its signature.

Which is made public for general knowledge and compliance.

Madrid, on the date of electronic signature  
THE MANAGER

Pere Navarro Olivella

**TO ALL UNITS OF THE ORGANISM**