

PRESIDENTIAL DECREE N° 85/01 OF 02/09/2002 REGULATING GENERAL TRAFFIC POLICE AND ROAD TRAFFIC.

We, Paul KAGAME, President of the Republic,

Given the Fundamental Law of the Republic of Rwanda especially in its Articles 9, 10 and 16; 3 of the Protocol on Power Sharing, signed in ARUSHA on October 30, 1992; Given Law n° 34/1987 of September 17, 1987 relating to traffic and road traffic policies; Having revisited the Ordinance n° 660/206 of September 11, 1958 regulating Traffic and Road Traffic; After consideration and approval by the Cabinet Meeting in its session of 18, December 1998;

HAVE DECIDED AND DO HEREBY DECIDE:

FIRST PART: PRELIMINARY PROVISIONS

CHAPTER ONE : AREA OF APPLICATION

Article 1:

This Decree regulates traffic, on the public highway, of pedestrians, of vehicles and loaded or mounted draught animals, and livestock.

CHAPTER II: DEFINITIONS

Article 2:

For application of provisions of this decree:

1. The term “ Public highway” designates all roads, streets, public places, parking stations, paths, footpaths, bridges, ferries, as a whole, and generally speaking, all ways opened to public traffic by land;
2. The term « Roadway » designates part (s) of the public way usually left for vehicles, while a public highway may include several road ways separated by a central pavement or different levels.
3. The term “ Way suitable for motor vehicles” designates the roadway and pavements on the same level;
4. The term “ Traffic lane” designates any one of the longitudinal parts of the roadway materialised or not by continuous or discontinuous marks, but having sufficient width to allow the traffic of one file of vehicles other than cycles, motorcycles or bicycles;
5. The term “Cycle lane” designates the portion of the public highway affected, by special roadsigns, to the traffic of bicycles and motorcycles;
6. The terms “Crossroads” and “Intersection” designate any crossing at the same level, junction or fork of public highways, including places formed by such crossings, junctions or forks;

7. The term “Footpath” designates a narrow public way accessible only to the traffic of pedestrians or of two wheel vehicles;

8. The term “Path” designates a public way larger than a footpath but which in normal conditions is not accessible to automobile vehicles traffic.

The path keeps its nature when it presents the aspect of a roadway only at its junction with another public way;

9. The term “ Built-up area” designates any space which comprises closely if not continuously built buildings, bordering one or the other side of the public way or of which entries and exits are especially designated by signposts;

10. The term “Driver” designates any person who directs a vehicle or who, on the public way, guides loaded or mounted draught animals, or isolated animals or herds;

11. The term “qualified agent” designates one of the agents specified in Article 3 of this Decree, when visibly wearing the symbols of his functions. When the user is not in motion, the agent is not obliged to respect that requirement but he then has to justify his quality.

12. The term “Vehicle” designates any means of transport by land, and any moving, farming , industrial or other material;

13. The term “ cycle” designates any vehicle such as monocycle, bicycle, tricycle or quadricycle, exclusively propelled by the muscle energy of the persons on that vehicle, especially by means of pedals or handles;

14. a) The term “bicycle” designates a cycle with two wheels;

b) The term “moped” designates any vehicle which has a maximum of two wheels and which is provided with a cubic capacity engine not exceeding 50 cm³ or an engine rating not exceeding 4 KVA and of which speed can not, by design, exceed 60 km per hour. The bicycle and the moped when not mounted are not considered as vehicles.

15. The term “motorcycle” designates any two wheel vehicle provided with a propelling engine excluding mopeds.

16. The terms “motor tricycle” and “motor quadricycle” respectively designate three or four wheel vehicles the tare of which does not exceed 400 kilos and provided with an engine not exceeding 350 cm³ cubic capacity or not exceeding a 15 KVA engine rating.

Adding a sidecar or a trailer to vehicles specified in paragraphs 13, 14, 15, and 16 here-above does not modify the classification of the said vehicles;

17. The term “Automotive vehicle” designates any vehicle provided with a propulsion engine and moving by its own means.

18. The term “automobile vehicle” designates any automotive vehicle other than motorcycles, scooters, motortricycles, motor quadricycles and other agriculture automotive machines and usually serving on the public highway for the transport of persons or things or to the haulage, on the public highway of vehicles used for the transport of persons and things;

19. The term “trailer” designates any vehicle destined to be hitched up to another vehicle, that term covers the semi-trailers;

20. The term “Semitrailer” designates any trailer destined to be coupled to a hauler vehicle on which part of the pulled vehicle rests and a noticeable part of its weight and of the weight of its load is held up by the said hauler vehicle;

21. The term “light trailer” designates any trailer of which authorized maximum weight does not exceed 750 kg;

22. The terms “set of vehicles” and “train of vehicles” designate coupled vehicles which participate to the traffic as one entity;

23. The term “articulated vehicle” designates a set of vehicles composed of one hauler vehicle and one semi-trailer;

24. The term “double train” designates a set or line of vehicles composed of an articulated vehicle and a semitrailer;

25. The term “tare” and “unladen weight” designate the weight of a vehicle in working order, with its body and full of fuel, water and lubricants, but without crew or passengers or goods transported;

26. The term “Load weight” designates the tare plus the weight of the load and of any other person transported;

27. The term “maximum authorised weight” designates the maximum total weight of a vehicle, declared admissible in conformity with the provisions of this Decree, while the authorised maximum weight of a set of vehicles, of an articulated vehicle or of a double train is called “total moving weight”;

28. The term “Stop” designates the immobilization of a vehicle during the time necessary for embarkation or disembarkation of persons or goods;

29. The term “Parking” designates the immobilization of a vehicle during a length of time superior to the time necessary for the embarkation or disembarkation of persons or things;

30. The term “reflector” designates a reflecting device sending back to their source luminous rays that hit it;

31. The term “priority vehicle” designates national police and fire brigade and ambulances when these vehicles go to places where their urgent intervention is required and their approach is signalled by special warning signals, luminous and/or acoustic;

32. The term “Headlights on full beam” designate vehicle’s lights used to light the road on a long distance in front of that vehicle;

33. The term” Headlights” designates the vehicle’s lights used to light the public highway in front of that vehicle without dazzling or unduly bothering drivers coming from the opposite direction or other users of the road;

34. The term “Front sidelights “ designates the vehicle’s lights indicating the presence and width of that vehicle when seen from the front;

35. The term “Back sidelights” designates the vehicle’s lights indicating the presence and the width of that vehicle when seen from the back;

36. The term “ front foglights” designates the vehicle’s lights used to improve the lightening of the way in front of the car when there is fog, heavy rain, hail, or dust clouds;

37. The term “Back foglights” designates the vehicle’s lights used to indicate the presence or the width of the vehicle when seen from the back in fog, heavy rain, hail, or dust clouds;

38. The term “ reversing lights” designates the vehicle lights used to light the way at the back of the vehicle and to warn other users of the public highway that the vehicle reverses or is on the verge of reversing;

39. The term “indicator lights” designates the vehicle’s lights used to show to other users of the public highway that the driver has the intention to turn to the right or to the left;

40. The terms “searching light” and “adjustable light” designate the vehicle’s light which can be oriented by the driver of the car independently of the movements of the vehicle and able to serve to the lighting of a target situated either on the public highway, or outside of it;

41. The terms “size light” and « gauge light » designate the vehicle’s light which serves to indicate towards the front or towards the back, the overall width of the vehicle when its length exceeds 6 m or that its width, load included, exceeds 2.10 metres;

42. The term “Light beam” designates for lights, the emitted light exit’s apparent surface and, for the reflectors, the reflecting visible surface;

43. The term “Yellow light” designates any selective yellow or real yellow or amber the definition of which appears in Annex 7 of this Decree;

CHAPTER III: QUALIFIED AGENTS

Article 3:

Without prejudice to powers attributed to judiciary police officers by particular texts, are especially responsible for implementing this decree:

1. National Police officers and non commissioned officers on duty;
2. National Police corporals on duty and duly mandated by the Public Prosecutor of the area;
3. Communal police sergeants;
4. The Civil Engineering Department agents, as far as Articles 8 and 9; 40; 60 to 68, 72 and 73; 113 and 114; 117 to 120 of this Decree are concerned;
5. The Customs Department agents as far as Article 132 is concerned;
6. The Income Tax Department agents as far as Articles 121 to 135 are concerned;
7. The Rwanda Tourist and National Parks Office agents when duly mandated by the Minister of Justice;
8. Military Police officers, when they direct movements of armed forces' columns;
9. The Ministry of Transport agents when duly mandated or authorized by the Ministry of Justice.

Agents designated by this Article are qualified for the record of offences against this Decree within the limits of their mandates and jurisdiction.

CHAPTER IV: ACCIDENTS

Article 4:

Without prejudice to the application of the penal code, any user implied in an accident must:

1. Stop as soon as possible without creating any additional danger for the traffic or risk for himself;
2. Endeavour to ensure traffic security at the place of the accident by signalling possible obstacles especially by using signal n° A,29 or by putting on simultaneously all the vehicle's indicators lights, or by placing a portable yellow or amber warning light;
3. Where a person was killed or seriously injured in the accident and insofar as this does not affect traffic security; avoid tampering with the scene of the accident and disappearance of marks which may serve in allotting responsibilities and must inform or have the nearest police authority informed;
4. When other persons involved in the accident ask for his identity, communicate it to them;
5. When a person has been killed or seriously injured in the accident and insofar as this does not create any risk for himself, stay or come back on the scene of the accident until the arrival of the police authority unless he has been authorized by them to leave the place or he must help the victims or be himself looking for medical care.
6. When the accident has provoked material damage only or light injuries, stay on the spot of the accident in order to make, in agreement with the other party, the necessary records, or in default of such an agreement, to allow a qualified agent to make the said records.

However, where no qualified agent can be or has been on the scene of the accident within reasonable time, the persons involved in the accident may, each one for his concern, report it as soon as possible either to the nearest police station or to that of their residence.

Following this article, it is to be understood:

- by “ person seriously injured” a person whose injuries are likely to imply either death, a total incapacity or loss of a limb or an organ;
- by “ light injury” any injury which, apparently does not threaten the life of the victim or make fear that it implies a total incapacity or the loss of a limb or an organ.

CHAPTER V : ORDERS- REQUISITIONSSIGNALLING

Article 5:

1. Every user of the public highway must obey immediately orders of qualified agents.
2. Are particularly considered as orders:
 - a) the arm lift up vertically, imposing a halt to all passengers, save those engaged in a crossroad who must evacuate it;
 - b) the arm or arms stretched out horizontally imposing stoppage for users coming from all directions crossing the one shown by the stretched arm or arms;

c) The transversal swaying of a red light, imposing stoppage to users towards whom the light is directed;

3. Every user must give proof of his identity when he is asked for it by a qualified agent on the occasion of an offence against this Decree or on the occasion of an accident.

4. Every driver of a stationary or parked vehicle must move it as soon as a qualified agent orders him to do so.

5. Every user must conform to the signs made to control the traffic, once these signs are regular in shape and visible enough.

6. The orders of a qualified agent prevail over the sign posts.

CHAPTER VI: DRIVING LICENCE

FIRST SECTION: National driving licence

Article 6:

1. Nobody can drive, on the public highway, an automotive vehicle if he is not holding and carrying a driving licence issued by the National Police.

The model and modalities of the driving licence are fixed by a decree of the Minister holding Transport in his ambit on request of the Road Security National Committee.

The driver must immediately show such a licence when he is asked for it by a qualified agent.

2. The licence indicates the category (ies) of the vehicle for which it is valid. The types of vehicles for which it is necessary to get a licence are the following:

A. Motorcycles and motor tricycles with or without side-car;

B. Automobile vehicles built for the transport of persons and having in addition to the driver's seat, a maximum eight seats;

- Automobile vehicles affected to the transport of goods and having a 5.000 kgs authorized maximum weight.

- Motorquadracycles

To vehicles of this category may be coupled a light trailer with one axle.

C. Automobile vehicles affected to the transport of things and having an authorized maximum weight exceeding 5.000kgs. To vehicles of this category can be coupled a light trailer.

D. Automobile vehicles built for the transport of persons and having in addition to the driver's seat, more than eight seats.

E. Line of vehicles the hauler of which is included in one of the categories B,C,D for which the driver is habilitated and trailer of which has more than 750 kgs authorized maximum weight.

F. Special machines

3. The automobile vehicles circulating on the public highway which are not included in any of the categories specified here-above, such as agricultural or industrial mobile material, are classified whatever their weight, in category B.

4. The driving licence is issued for an unlimited validity after the following tests have been satisfactorily passed and a medical certificate issued by a registered doctor has been handed over in conformity with the provisions of paragraph 8 of this Article:

- a) a theory test establishing that the interested person has sufficient knowledge of traffic rules
- b) A practical test on the category for which the licence is requested.

The theory and practice tests for the driving licence are administered under conditions determined by the Minister holding Transport in his ambit.

5. a) A provisional driving licence may be issued to any person who introduces a request for it in order to allow him to acquire the practical knowledge in view of obtaining a driving licence.

The issue of a provisional driving licence is conditional on passing the theory test provided for in paragraph 4,a of this Article.

- b) The provisional driving licence is valid for all categories of vehicles.

- c) The provisional driving licence has a validity of three months and is renewable three times only.
- d) The holder of a provisional driving licence is only authorized to drive an automobile vehicle with a driving instructor holding a driving licence valid for the category of the vehicle used.

The driving instructor should take place near the driver so as to be able to control the manoeuvres and efficiently intervene in the driving of the vehicle when necessary.

The vehicle used for the apprenticeship must be equipped at the back with a sign constituted by the letter L painted in white on a blue base and of which height will not be inferior to 15 cm or with a panel bearing the DRIVING SCHOOL mention painted in red on a white base.

6. In case of loss, theft or deterioration, the driving licence is provisionally replaced, for the length of time necessary to obtain of a duplicate and in not more than fifteen days , by a document standing for the driving licence, issued by the Public Prosecutor.

On request by the holder of the lost, stolen or deteriorated licence, a duplicate of that licence is issued by the Department that had issued the original.

7. Issuing of a driving licence and a duplicate is subject to payment of the following taxes:

- driving licence for a determined category: 2,500 Francs
- for each additional category: 500 Francs - provisional driving licence : 1,000 Francs

- duplicate: 500 Francs

However holders of a valid provisional driving licence are obliged only to pay the balance of the tax provided for the driving licence.

8. a) The driving licence may be refused to or withheld from persons affected by the following disorders:

- For licences C, D, E and F, acuteness of vision must be either 8/10 for each eye, or 7/10 for one eye and 9/10 for the other, or 6/10 for one eye and 10/10 for the other. It is accepted that acuteness of vision insufficiency can be corrected by wearing appropriate lenses.

- Hearing: loss or accented and bilateral decrease;

- Other physical disorders hindering considerably the functioning of the locomotive apparatus or affecting the psychonervous equilibrium.

b) The Public Prosecutor may invite any holder of a driving licence who presumably is affected by one of the disorders here above enumerated, to undergo a medical test done by a doctor he chooses, who will communicate his conclusions to the Prosecutor within a period not exceeding eight days.

c) The Public Prosecutor may temporarily withdraw the driving licence from any person who refuses to undergo the medical test prescribed; he also can withdraw the driving licence from any person who is affected by any one of the disorders enumerated hereabove

- d) The decision of the Public Prosecutor is communicated to the interested person by means of a conforming certified copy of the medical report, by registered mail with receipt notice.
- e) The decision of the Public Prosecutor is without appeal when motivated by a refusal to undergo the medical test.
- f) In the other cases, the appeal against the decision may be lodged before the General Prosecutor of the Court of Appeal, within thirty days starting from the receipt of the decision of the Public Prosecutor. The delay in appeal and the appeal have no suspensive effect.
- g) The appellant will be examined by a three doctors' team, the first being designated by the General Prosecutor, the second by the appellant and the third chosen by the two firstly designated doctors.

The withdrawal of a driving licence will be maintained on the team's advice only, when expressed by the majority of its members. In this case, fees are paid by the appellant.

If the withdrawal decision is final, it is communicated to the authority which has issued the driving licence which licence must be sent back to it.

9. By derogation to the preceding provisions, drivers residing in Rwanda for less than one year who are:

- either holders of an international driving licence conforming to the model constituting Annex 7 of the Vienna Convention of November 8, 1968;

- Or holders of a foreign driving licence conforming to provisions of Annex 6 of the Vienna Convention of November 8, 1968 as long as that driving licence is valid and has been issued by another Contracting Party or by an Organisation habilitated to that effect by another party to the Convention.

The holders of one of those licences are obliged to hand it over immediately when so requested by a qualified agent.

They can, without being obliged to undergo theory and practice tests, obtain a Rwanda driving licence on presentation of their international or foreign licence, under the condition of introducing the request before the expiry of the period of one year as provided for in the first paragraph of this Article.

SECTION II: International Driving Licence

Article 7:

1. The National Police is habilitated to issue international driving licences in conformity with the model constituting Annex 6 of the Convention of November 8, 1968.
2. An international driving licence can only be issued to drivers holding a valid national driving licence, the issue of which leads to the collection of a 2,000 Rwandan Francs tax.

SECOND PART: TRAFFIC

CHAPTER ONE: GENERAL RULES

SECTION one: Protection of the roadway and the users

Article 8:

1. It is forbidden to obstruct the traffic or to make it dangerous either by throwing, putting, leaving or dropping on the roadway objects or any other spreading materials like pieces of glass, fuel or oils, smoke or steam, or by erecting any impediment.

This prohibition is not applicable to public service agents using in the exercise of their functions, apparatuses generating smoke, steams or powders.

The same applies to persons using such apparatuses, either on behalf of the mentioned services, or under the cover of an authorization granted by the Prefect.

In the course of their works, it is up to the users to take precautions in order to avoid accidents.

2. When a car comes to a standstill because of an accident or all or part of a load falls on the roadway without being immediately removed, the driver must take all necessary measures to guarantee the traffic security.

When the driver is not in the state of satisfying this obligation, necessary measures must be taken by the conveyor or in lieu by any user involved in the accident.

3. It is forbidden to damage the roadway, to remove, to shift, to deteriorate, to knock down or to destroy the boundary marks, the road signs, the sign posts, the masonry erections or workmanship it has.

Article 9:

The driver must take precautions to avoid causing damages to the roadway, either while lowering the load of his car, or moving to another way.

Tracked vehicles in particular when they are moving on the roadway, must be fitted out so that they cannot in any case move in the tarred roadway, except military vehicles in case of emergency.

SECTION II: DRIVERS

Article 10:

1. Every vehicle or set of vehicles in motion must have a driver. Pulling animals, load or saddle animals, as well as isolated animals or in herds, must have a drover when they are moving on the public roadway.

2. The driver must be in the state of driving and constantly able to perform the due manoeuvring and must constantly have the control of the car or of the animals he drives. Especially, possibilities of movement and the vision area cannot be reduced by the number or the position of passengers, the carried objects or by sticking non transparent objects on the glasses.

Article 11:

The minimum age is fixed at:

- 20 years for drivers of cars in categories C,D, E and F defined in paragraph 2 of Article 6 of this Decree; - 18 years for drivers of cars of categories A and B;
- 15 years, for motorcycles when the vehicle does not carry any other person than the driver, and 17 years in other cases;
- 14 years for drivers of pulling animals, yoked or not, and for drivers of load or saddle animals;
- 12 years for the cattle driver.

Article 11 bis: Herds

Except on derogation granted to facilitate migrations, herds must be parted in moderate length sections and separated each one from the other by intervals large enough for the traffic commodity.

SECTION III: PLACE ON THE ROAD

Article 12:

1. Every driver must , as circumstances allow him, keep his car on the right side of the roadway and close up the right border of it when another user of the public roadway comes in opposite direction or is getting ready to overtake him, as well as in all cases where visibility ahead is not sufficient.
2. Animals moving on the roadway must be kept as far as possible, close to the right border of the roadway.

2. Except for special regulation, when the public roadways have two or three ways clearly separated one from another, notably by some platform, a space not accessible to vehicles, a difference of level or a white continuous longitudinal line, drivers cannot move to the way located on the side opposite to that which corresponds to the direction of their movement

3. When the roadway has four bands for traffic and the traffic moves in two directions, it is forbidden to all drivers to move to the bands located near the half-left side of the roadway, and the traffic in parallel columns is admitted on the half-right of the roadway only.

The traffic in parallel columns is also allowed on the single direction roadway when divided at least into two bands.

In some circumstances, the qualified agents may impose traffic on two parallel columns.

When, because of the population's density, parallel and uninterrupted columns are established, the drivers must keep the car in the same column, except in case of changing direction, blocking off in the least normal motion of the other vehicles. When the traffic in parallel columns is permitted and

that the traffic bands are materialized by continuous or discontinuous marks, it is forbidden to the drivers to move in straddling these marks.

4. When the roadway has three traffic bands and the traffic is made in two directions, it is forbidden to all drivers to move to the band located near the left border of the roadway.

5. When the roadway has two traffic bands and the traffic moves in two directions, it is forbidden to all drivers to move to the band located on the left side except in case of authorized lateral movement.

6. Every driver moving on the roadway must have on his left the traffic islands, boundary marks and other devices established to direct the traffic, except when the sign post n° D,1.b is put there, in which case passage can be indifferently made on the right or on the left.

Article 13:

1. It is forbidden to all drivers moving on the roadway to suspend on the pavements, the traffic islands, projecting gorges or cycle tracks any part of the vehicle or of the load.

2. Without prejudice to Article 59, it is forbidden to put or to keep in the traffic a vehicle the height of which, load included, exceeds four meters.

Article 14: When passing near an obstacle which pedestrians must avoid by moving to the roadway, drivers must leave beside that obstacle, a free space of at least one metre wide.

Where this condition cannot be met and a pedestrian walks near the obstacle, the driver can only pass beside the pedestrian at a speed of 5 km/hour maximum.

SECTION IV: Intersections- Priorities

Article 15:

1. Every driver coming close to an intersection must show increased precaution, appropriate to local conditions, and verify that the roadway he is going to drive on is free, reduce particularly his speed as the visibility conditions are less good and in case of necessity, announce his approach.

The car driver must, particularly, come close to a crossroad at such a speed that he has the possibility to stop and let pass vehicles having priority; even if traffic lights authorize him, he cannot move in the crossroads where his car risks to be immobilized and block the passage to vehicles moving on the transversal way.

2. Every driver when emerging from a public roadway of two-way traffic into a public roadway where the traffic is only authorized in one-way traffic is obliged to surrender the passage to vehicles moving on that way.

3. Every driver when emerging from a public roadway which is not tarred or not provided with a similar covering onto a public roadway with this covering must surrender the passage to vehicles moving on this way.

4. Every driver when emerging from a path or an earthen way onto a public roadway which is neither a path nor an earthen way must surrender the passage to vehicles moving on that way.
5. Every driver when emerging from a property bordering the roadside onto a public roadway must surrender the passage to vehicles moving on this way.

Article 16:

1. Without prejudice to provisions of Article 15, every driver must leave passage to vehicles coming from his right, except on crossroads where priority rules to which he must conform are shown by means of signals n°B,1 or B,2.b and A,22, or by traffic lights.

The driver who has to surrender the passage can only go on his way when he can do so without risk of accident from the position, the distance and the speed of other vehicles.

2. The driver who comes close to a crossroads where the traffic moves in a roundabout way must surrender the passage to vehicles which have already turned into it.
3. Every driver engaged in a crossroads where traffic is regulated by traffic lights must leave that crossroads without waiting for the traffic to be authorised in the direction where he wants to turn into, but on the condition of not holding up the traffic of other vehicles moving in the direction where traffic is authorized.

SECTION V: MANOEUVRES

Article 17:

1. Every driver who wants to perform a manoeuvre can only begin it after he is sure that he can perform it without constituting a danger or an obstacle for other users of the public roadway who follow him, precede him or want to intersect him, taking into account their position, their direction and their speed. It is notably so for every driver who emerges from a column of vehicles or who enters it, who moves out to the left or to the right on to the roadway, who turns on the left or the right to follow another public roadway or to enter a roadside property, who leaves the place where he was parking, who resumes his move after a stop or who unturns or reverses.

2. Before turning or performing a manoeuvre involving a lateral move, every driver must declare clearly his intention and sufficiently in advance by means of the indicator, or the indicators of his vehicle or otherwise by making, where possible an appropriate sign with the hand.

The sign thus given must continue all along the duration of the manoeuvre, it must stop as soon as the manoeuvre is performed.

Article 18:

In agglomerations, in order to facilitate the traffic of the regular services of public transport, drivers of other vehicles must, without prejudice to the implementation of Article 17,1, slow down and where necessary, stop in order to let these vehicles of public transport perform the necessary manoeuvring so as to resume their movement from the stops indicated as such. The obligation stated

by the preceding paragraph does not modify in anything the one for drivers of public transport vehicles, to take, after they have declared by means of their directed indicators their intention to resume motion, the necessary precautions to avoid all risks of accident.

SECTION VI: Crossings and overtakings

Article 19:

1. For the implementation of this Decree, crossing and overtaking are to be considered only with regard to vehicles in motion.
2. At places where traffic is performed in parallel lines, the fact of overtaking by the right drivers moving in the left line has not to be considered as an overtaking in the sense of this Decree.

Article 20:

1. Crossing is performed on the right side.
2. Every driver who passes another must leave on his left adequate space for the easy passage of the other and, where necessary, come close to the right border of the roadway, if, at the time of carrying out the crossing, his progression is held up by an impediment or by the presence of other users, he must slow down and, where necessary, stop to let pass the user or users coming in the opposite direction

3. Where the width of the roadway does not permit to perform easily the crossing, a driver can move to the verges, as far as he does not put in danger users who are there.
4. Where the width of the public roadway used by vehicles is inadequate to permit them to cross without danger, users have to facilitate each other's passage.
5. On mountain roads and other public roadways with steep slopes, where crossing is impossible or difficult, the driver of the descending vehicle must pull in to the side his vehicle to let the ascending vehicle pass, except where traffic islands permitting vehicles to pull in to the side are available, so that, taking into account the speed and the position of the vehicles, the ascending vehicle has a traffic island before it and that a reverse is necessary to one of the vehicles if the ascending vehicle did not pull in to the side on to this traffic island.

In case a reverse is unavoidable for one of these vehicles, the obligation to perform the reverse is incumbent on drivers of single vehicles in relation to drivers of set of vehicles, on drivers of light vehicles in relation to drivers of heavy vehicles, and on vehicles supplying goods in relation to vehicles ensuring the public transport of persons. Where the vehicles which must cross are of the same category, the obligation to reverse is incumbent on the descending driver, except where this manoeuvre is obviously easier for the ascending vehicle.

Article 21:

1. Overtaking is performed on the left side. However, overtaking can be performed on the right side where the driver to overtake, after he has shown his intention of moving to the left, has driven his vehicle or animals to the left side of the roadway in order:

- a) to turn either on the left to follow another public way;
- b) to enter a property bordering that roadway or to park on the left side of the roadway.

2. Before overtaking, every driver must ensure:

- a) that no following driver has started a manoeuvre to overtake him;
- b) that the preceding driver on the same way has not shown his intention to overtake another person or to turn on the left;
- c) that the traffic band he is going to follow is free on a sufficient distance so that, taking into account the difference between the speed of his vehicle during the manoeuvre and that of the users to overtake, his manoeuvre be not of a nature to put in danger or to hold up users coming in the opposite direction;
- d) that, when he follows a public way forbidden to the traffic coming in the opposite direction, he will, without danger or obstacle for the user or the overtaken users reach the other side of the roadside.

He must, furthermore show his intention in conformity with Article 17,2 and, in case of necessity and under reserve of possible prohibition, warn the user of his intention to overtake;

3. Every driver who performs an overtaking must move aside the user or the overtaken users so as to leave a sufficient free space which can not, in any case, be lower than 50 centimetres when he has to overtake an animal-pulling vehicle, or lower to one metre when he has to overtake a pedestrian, a bicycle or a ridden animal or not;

4. the driver who moves on a roadway may, when the width of this road does not permit to perform easily the overtaking, move to the verges as far as, taking into account the speed of the vehicles and the nature of the soil, he does not put in danger the other users;

5. On public roadways having at least two traffic lanes in the direction he follows, and in so far as he should have to perform another overtaking immediately or soon after he has reached the border of the roadway, the driver of a vehicle of which the maximum authorised weight does not exceed 3,500 kilograms or of which the speed is, by make higher than 40 km per hour can, to perform this new overtaking, remain on the traffic lane he has followed for the preceding overtaking, on condition that he does not constitute a noticeable obstacle for drivers of faster vehicles coming behind him;

6. Every driver who realises that a driver following him wishes to overtake him must, except in the case provided for in Article 25,1, b), of this Decree, come close to the right border of the roadway, without speeding on.

When the width insufficiency, the side view, the state or the curves of the roadway do not permit, taking into account the traffic density in the opposite direction, to overtake easily and without danger a bulky vehicle, slow or bound to respect a speed limitation, the driver of this vehicle must slow down and, if need be, move aside and stop as soon as possible to let the faster vehicle(s) which follow(s) him pass.

Every driver of a vehicle the length of which exceeds eight metres must show, by means of an appropriate sign of this vehicle, that he has caught the warning of the driver getting ready to overtake him. Every driver of a vehicle at a stop who prepares himself for reentering the traffic must keep his vehicle immobilized and surrender the passage to vehicles getting ready to overtake or cross him.

Article 22:

1. On roadways where traffic is performed in two directions, overtaking by the left is forbidden when, because of circumstances such as fog or rain, the presence of plantation or the proximity of a curve or of a summit of the way, the driver can not see users coming in the opposite direction at a sufficient distance to perform his manoeuvre without risk of accident, except where the manoeuvre may be performed on the part of the roadway located on the right side of a continuons white line according to Article 110,2,of this Decree.
2. Overtaking on the left is forbidden in case the driver to overtake has shown his intention to turn on the left according to Article 21, 1, second paragraph, of this Decree.

3. Overtaking any other vehicle than a two-wheeled vehicle is forbidden:

a) At places provided with the signal n° C,13a mentioned at Annex 2 of this Decree;

b) Immediately before and during the crossing of a junction other than a roundabout except:

1° Where traffic is regulated by a qualified agent or by traffic lights;

2° Where the public way where overtaking takes place is subject to priority in relation to other ways entering the roundabout ;

3° In the case of overtaking on the right a driver who has shown his intention to turn on the left according to Article 21,1, second paragraph of this Decree;

c) On roadways having a maximum three traffic lanes, when the driver to overtake overtakes himself a two-wheel vehicle;

d) Near a bridge, with a narrow roadway;

e) Near parts of dangerous roads or mentioned as such;

f) Near a passage for pedestrians.

SECTION VII: ONE-WAY TRAFFIC

Article 23:

1. In order to ensure traffic security, the Prefect may decide to impose a one-way traffic on the public ways that he determines, in the limits of his jurisdiction.
2. When one-way traffic must affect a section of the public way stretching out over several prefectures, decision is taken by means of a Decree, by the Minister of the Public Works.

Article 24: The one-way traffic can be permanent or limited to certain hours only.

When the traffic can not be suitably diverted by another way, the one-way traffic can be imposed alternately in one direction and the other.

SECTION VIII: CHANGE OF DIRECTION

Article 25:

1. Every driver who wants either to turn to the right from the roadway or to turn to the left from the roadway or to stop his vehicle on the left side of the roadway, must beforehand show his intention according to provisions of Article 44 of this Decree and:

a) When to the right, keep close to the right border of the road as far as possible and perform his manoeuvre in a space as restricted as possible and at moderate speed. He can however move to the left when the layout of the areas or the vehicle size or the load size do not permit to keep close to the right border of the roadway but on condition of ensuring beforehand that none of the drivers,

following him has started an overtaking and of not putting in danger drivers who move normally on the public roadway he is going to leave and on the one he is going to move onto;

b) When to the left, keep on the left and close as far as possible to the end of the road, without being astride however, or to left side of the traffic band set for this effect, in the case of a roadway where the traffic is runs in both directions or else to the left border of the roadway, in the case of a one-way traffic, and perform his manoeuvre at moderate speed and , when he wants to move to another way where the traffic runs in two directions so as to reach that way by the right side.

2. When the traffic runs in parallel lines, a driver can only turn on the right when he is in the right, and on the left when he is in the file.

3. During his manoeuvre of changing direction, every driver must manoeuvre slowly and let pass:

- Vehicles and pedestrians who move on the way he is leaving or who move beside it;
- Pedestrians who cross the roadway he is leaving or the one he is moving onto.

SECTION IX: SPEED AND DISTANCE BETWEEN VEHICLES

Article 26:

1. Every driver must constantly drive his vehicle cautiously and adjust his speed to the required measure notably by the layout of the areas, their congestion, their visibility area, the road condition,

the vehicle load and state, the weather conditions and the intensity of the traffic, so that it could not be either the cause of an accident or an obstacle for the traffic.

He must be able to stop his car within limits of his visibility area as well as before any foreseeable impediment.

He must slow down, and, if need be, stop whenever circumstances require so, notably when the road does not seem free, in curves, downhills, section of the crossroad housings, near the summit of the way and at crossroads or before overtaking pedestrians, groups of vehicles at stop and near concentration of people.

2. It is forbidden to hold up the normal flow of other vehicles by moving at an abnormally reduced speed or by provoking a brisk braking not required by security reasons.

3. It is forbidden to urge a driver or to provoke him to move at excessive speed taking into account provisions of the first paragraph.

Article 27:

When a pedestrian has moved to a passage for pedestrian, at a place where the traffic is not regulated by a qualified agent or by traffic lights, drivers can only come close to this place at moderate speed and cross it only when they can do so without danger for the pedestrian and if need be they must stop to let the pedestrian pass.

Article 28:

Drivers of motor vehicles near which the pulling animals, load or saddle animals or cattle show signs of fright, must slow down, move aside or stop.

Article 29:

1. Every driver must abide by the maximum speeds indicated the regulatory provisions.
2. For lack of more restrictive regulations, maximum speeds of vehicles are established as follows:
 - a) Motorcycles and motor vehicles of which the authorized maximum weight does not exceed 3500 kilograms, with the exception of hackney cabs or taxis and vehicles of public transport of persons: 100 km/h;
 - b) Motor vehicles used as hackney carriage or taxis of which the authorized weight does not exceed 3,500 kilograms: 75 km/h;
 - c) Motor vehicles of which the authorized weight is between 3,500 and 12,500 kilograms, as well as vehicles of public transport of persons other than those mentioned under b):60 km/h
 - d) Motor vehicles or sets of which the maximum authorized weight or the total rolling weight is over 12,500 kg, as well as mopeds: 50 km/h
 - e) Agricultural vehicles, vehicles of rigid or elastic bandages, vehicles which, by decision have no suspension, all other special vehicles which do not enter the preceding categories: 25 km/h

3. In an agglomeration, maximum speeds of vehicles are established as following:

- a) Motor vehicles serving only for transport of persons with the exception of vehicles of public transport, as well as motor vehicles of a capacity of transport not exceeding one tonne: 60-km/h.
- b) All other vehicles: 40- km/h.

The Prefects can prescribe lower speed limits in agglomerations and public ways they determine.

4. Any vehicle of which the maximum authorized weight exceeds 5 tonnes must be provided with, by its owner or its holder, a plate according to the model 1 shown in Annex 8 of this Decree and mentioning the maximum speed that the vehicle cannot take.

5. That plate must be put in evidence on the right part of the back face of the vehicle. It must have a diameter of 21 centimetres and the width of the red border must be of 3 centimetres, figures having a height of 17 centimetres and a width of 4.5 centimetres, and their strokes a thickness of 0.1 centimetres.

6. However, concerning vehicles of the Armed Forces, indication of the maximum speed imposed to a vehicle can be painted on the right part of its back face, under the same forms, dimensions and colours as those of the plate described above.

Article 30:

By exception to the preceding provisions, different speed limitations may be established by a decree of the Minister of Public Works for all or part of the public ways.

Article 31:

1. The driver of a vehicle moving behind another vehicle must leave, behind this, a sufficient security distance to avoid a crash in case of abrupt slowing down or sudden stop of the preceding vehicle.
2. Out of agglomerations, a driver of a car or a set of cars of which the maximum authorized weight exceeds 3,500 kgs or of which the overall length exceeds 10 metres must, except when it overtakes or gets ready to overtake another vehicle, leave between his car and that which precedes him a sufficient interval to permit to vehicles which overtake it to cut in without danger in case of necessity.

This provision is however not applicable when traffic is heavy or on the portions of the public way where overtaking is forbidden.

SECTION X: Stopping and Parking

Article 32:

1. Except for local regulations or particular layout of the areas, every vehicle or animal at stop or in parking must be pulled out to the side:

- a) On the cycle track and on those parts of the road-way as especially delineated for passing drivers and pedestrians as well as on the roadway, at less than 5 metres from pedestrians' passage;
 - b) As close as possible to pavement when the roadway is provided with it and with distance from the vehicle's wheels and this pavement being less than 50 cms;
 - c) As far away as possible from the centre of the road-way and where possible out of it onto the pavement or outside built areas, onto every level not especially made for movements of other categories of users;
 - d) In case of a pavement used by pedestrians, the driver must leave them at least a one-metre wide band to allow their passage without moving onto the roadway.
2. Except for local regulations or particular layout of areas, vehicles at stop or in parking have to be pulled out in one line parallel to the roadway side.
3. It is prohibited to leave in parking for more than 7 days on the public way:
- a) Vehicles with a broken down motor and trailers,
 - b) In the suburbs vehicles and sets of vehicles of which the maximum authorized weight is over 3,500 kgs except in areas provided with the signal n° E20.

4. A driver cannot leave his vehicle or a drover his animals without having taken all useful precautions to avoid any accident and, in the case of a motor car, to avoid that it would be used without authorization.

5. It is forbidden to open the door of a vehicle, to leave it open or to get off a vehicle or to get in without ensuring that there cannot be either a danger or annoyance for other users of the public way.

6. Any vehicle other than a bicycle or a motorbike without a side-car, which is immobilized on the roadway must be signalled at distance by means of an appropriate device, placed on the most indicated place to warn off on time other drivers who come near:

a) When the vehicle is immobilized by night in conditions such that the drivers who come near cannot realise the impediment it constitutes;

b) When the driver has been obliged to immobilize his vehicle at a place where stopping is forbidden.

The immobilized car may be signalled according to circumstances notably by means of a danger triangle provided in Article 88,5; A, or of the simultaneous use of all direction indicators of the vehicle or of the use of a flashing mobile light of a yellow or orange colour.

7. Except for local regulation, the minimum interval between two stopped vehicles on the same side of the roadway with a 2-way traffic allowing the simultaneous passage of only two vehicles, must be 5 metres in the suburbs and 20 metres outside suburbs.

Article 33:

1. It is forbidden to put a vehicle or an animal at stop or in parking at any place where it is obviously liable to constitute a danger for other users or to be an obstacle without necessity. 2. Stopping and parking are forbidden particularly

a) On the cycle track and on the parts of the roadway delineated especially for the passage of drivers and pedestrians, as well as, on the roadway, at less than 5 metres on this side of the pedestrians' passages;

b) On the pavements and, in the agglomeration, on the raised verges, except for local regulation;

c) On the side opposite to where another vehicle is already at stop or in parking:

1. On the roadways where the traffic is performed in two directions, when the width of the passage having to permit the crossing of two other vehicles would be reduced to less than 6 metres;

2. On One-way roadways, when the width of the free passage would be reduced to less than 3 metres;

d) On and under bridges and tunnels, except for local regulation;

e) At less than 10 metres from the nearest prolongation of a transversal way, except for local regulation, as well as in the space delineated by the prolongation of the two borders of such a way;

- f) On the roadway , in a curve or near the summit of a coast, when visibility is not ensured in both directions, at less than 20 metres in suburbs and at less than 100 metres outside suburbs;
- g) At less than 20 metres from a road sign post or a traffic light;
- h) On the roadways where the traffic moves in both directions, where overtaking a vehicle at stop would involve crossing a continuous longitudinal mark;
- i) In areas having the appropriate prohibition signals

3. Parking a vehicle is forbidden:

- a) In front of entrances and exits of public passages;
- b) During opening hours, in front of entrances and exits of public parks, schools, and cinema halls;
- c) In front of entrances accessible to roadside properties, except vehicles of which the registration is legibly reproduced at this access;
- d) At any place where the vehicle would prevent access to parking places established out of the roadway;
- e) At places where pedestrians must walk on the roadway to pass round an obstacle;

- f) At less than 1 metres either before or behind another vehicle at stop or in parking and at any place where the vehicle would prevent access to another vehicle regularly parked or its movement;
- g) At less than 15 metres on both sides of a signal showing a stop for a vehicle of a regular service of public transport;
- h) At less than 50 metres on both sides of the signal n°E1, or E9 bis, showing an area reserved to the stop and parking of vehicles assigned to paid transport of people except vehicles of public services in public transport;
- i) On the roadway, at places where it is parted into traffic bands materialized by continuous marks;
- j) On the roadway along a discontinuous line of yellow colour provided for by Article 110; 8, of this Decree;
- k) On the central roadway, of a public way having three traffic bands;
- l) Out of suburbs, on the roadway of a public way shown as having priority by the signal n° B,3;
- m) When the width of free passage to the roadway would be reduced to less than 3 metres;
- n) At less than 1 metre on both sides of a fire hydrant;
- o) In areas where passage of rail carriages would be held up;
- p) At passages comprising appropriate prohibition signals.

Article 34:

Vehicle parking is forbidden in areas where it is imposed by sign posts: n° C, 20a or C, 20b.

Article 35:

Where the driver is absent, a qualified agent may provide automatically for the removal of the vehicle but at risks and fees of the State, except when the vehicle is at stop or in parking in contravention of rules pertinent to this matter.

This faculty cannot, in the same conditions, be exercised by any user of the public way without the intervention of a qualified agent.

SECTION XI: Vehicles with priority

Article 36:

1. Special luminous warnings of vehicles with priority constituted with one or several flashing blue lights, must be used when the vehicle with priority is performing an emergency mission.
2. Vehicles with priority are provided with, in addition to sounding horns provided for in Article 83, a special sounding alarm which can emit, notably, modulated or strident sounds.
3. The special sound alarm can only be used when the vehicle with priority is performing an emergency mission.

Article 37:

1. As soon as the approach of a vehicle with priority is signalled by a special sounding alarm, every user of the public way must immediately clear off and surrender the passage; if need be stop.
2. With reservation for orders from qualified agents, and on condition that this cannot result in danger for other users, drivers of vehicles with priority are not obliged, when their passage is announced by special alarms, to respect rules applicable in matters of speed or of traffic lights.

SECTION XII: MILITARY COLUMNS, SCHOOL CHILDREN GROUPS, PROCESSIONS

Article 38:

1. Every Armed Forces formation and every group of pedestrians walking on the roadway are obliged to walk on the right side of the roadway and leave on their left sufficient space for the passage of vehicles.
2. It is forbidden for the public way users to cross through:
 - a) A moving military formation or a convoy of military vehicles moving on the roadway;
 - b) A group of school children in lines under the supervision of a school master;
 - c) A procession.

These prohibitions are not applicable to vehicles with priority.

3. Public way users must obey the formulated indications, in order to make easy the progression of formations or columns of Armed Forces, by the military police agents.

SECTION XIII: RACES AND OTHER SPORTS COMPETITIONS

Article 39:

1. Except for prior authorization by the competent authority, it is forbidden to participate in a race competition on the public way, and on the roadway and cycle tracks, in games and other sports activities likely to hold up traffic.

2. The authorization request must be addressed to the Burgmaster, the Prefect or the Minister of Interior, depending on whether the competition is performed on the territory of one commune, of more than one commune or of more than one prefecture.

3. The authorization required by this Article can only be granted to the organisers of races or other vehicle competitions on presentation of an insurance policy subscribed by the organisers and guaranteeing the financial consequences of any civil liability which may be incumbent to the organisers or the competitors from body or material damages caused to spectators or to other persons.

4. Sports competitions' organisers on the public way must also take in charge fees owed for setting up an exceptional order service necessary to ensure the security of the public and the traffic, in such conditions as established by a Presidential Order

SECTION XIV: PASSAGES OF BRIDGES AND FERRY BOATS

Article 40:

1. When a bridge does not offer all the necessary guarantees for a safe passage, maximum authorized load and measures prescribed for the protection of this bridge are shown by roadsigns placed at the entrances of the mentioned bridge, in a manner to be clearly seen by drivers.

In case of emergency, the burgomaster or the local agent of the highways department may take provisional measures required for public safety.

2. Except when a roadsign shows it, maximum load on a wooden bridge is fixed at 8 tonnes.

The Prefect can however fix a lower maximum load, according to circumstances, notably the decrepitude of the bridge.

3. As a ferry boat comes up, drivers must remain in a single file and stop on the right side waiting for the passage.

However the following vehicles have priority over other vehicles in the following order :

- a) Vehicles transporting sick or wounded persons as well as vehicles transporting physicians required for emergency;
- b) Vehicles with priority as defined in Article 2,31 of this Decree;

c) Vehicles of which the occupant is provided with a nominative title of priority, as issued by the Prefect and for reasons of public interest;

d) Vehicles transporting mail and signalled as such;

e) Vehicles transporting cattle. 4. Except the driver and the conveyor, every person aboard a vehicle must get out of it before its setting on a ferry boat. At the time of leaving the ferry boat, on the opposite shore, only the driver and the conveyor can take place aboard the vehicle.

5. The driver of the vehicle must lower the glasses before engaging it on the ferry as well as for the opposite manoeuvre, on the opposite shore.

6. The maximum authorized load on the ferry boat is shown by sign posts placed on each shore.

The Prefect may take all measures found useful to ensure the security of the ferry boat users.

SECTION XV: USE OF LIGHTS

Article 41:

For sign posting and lighting vehicles as well as the indication of their direction changing and speed, it is forbidden to use other lights or reflectors than those prescribed or provided for by this Decree. This provision does not concern the internal lighting as far as it is not a nuisance to other drivers.

I. SIDE LIGHTS

Article 42:

1. When between twilight and daybreak or because of circumstances such as fog or heavy rain, it is not possible to see distinctly up to a distance of 200 metres, the presence on the public way, of users, vehicles, loads and cattle must be signaled in the following way:

a) Bicycles, mopeds and motorbikes without a side-car, but except non ridden bicycles and mopeds:

- At the front, by a white or yellow or amber light (front side light)
- At the back, by a red light (back side light) This provision is not applicable to vehicles defined above when they are, by design, deprived of a battery, and on condition that they be at stop or in parking in suburbs and at the border of the roadway.

b) Motor vehicles other than mopeds and motorbikes without a side-car:

- At the back, by two red lights(back side light)

c) Animal-pulled vehicles, hand carts, load or saddle animals and cattle:

- In front, by a white light or yellow or orange(front side light)
- At the back, by a red light (back side light)

These lights may be emitted by a single apparatus emitting a white or yellow or orange light in front and red backward; or replaced by a single light emitting in all directions amber or yellow light except when the animal-pulled vehicle or the set of vehicles is longer than-6 meters, load included or the animals are gathered in a herd comprising at least six heads of cattle. These lights may be carried by the driver or the conveyor walking immediately on the right side of the vehicle or the animals.

d) Agricultural machines and special implements used by construction enterprises:

- Either by lights provided for under letter b;
- Or by lights provided for under letter c, On condition that the vehicles or materials do not move at a speed over 20 kilometres per hour and that the length, load included does not exceed 6 meters.

e) All other vehicles, when they move on the roadway;

- In front, by a white, yellow or orange light set on the left side of the vehicle;
- At the back, by a red light set on the left side of the vehicle.

These lights may be emitted by a single apparatus emitting a white or yellow or orange light in front and red light backward, or replaced by a single light emitting in all directions an orange or yellow light, except when the vehicle or the set of vehicles is longer than 6 metres, load included.

The obligation to be equipped with a signalling system does not apply to baby cars, wheelchairs or barrows when crossing or moving on the roadway.

f) Formation of Armed Forces on march and of all other groups of pedestrians such as processions or school children groups in lines under the supervision of a school master, when they move on the roadway with more than one front person:

- In front, by a white light held on the left side, by the individual in the first rank, and in the nearest position to the axis of the roadway;
- At the back, by a red light held on the left side, by the individual in the nearest position to the axis of the roadway.

The sides of these units or groups must, where their length is superior to 6 metres, be signaled by one or many white or yellow or orange lights.

The obligation of holding roadsigns is not applicable to units of the Armed Forces, when in manoeuvres period, in which case, precautions to take in order to ensure traffic security are determined by the Minister having Defence in his realm.

g) Trailers

- When coupled to vehicles defined under letter a): by a white or yellow or orange light, fixed at the back of the trailer, when the bulk of this or its load makes the trailing vehicle light invisible;

- When coupled to all other vehicles: by the front and back position lights as provided for trailing vehicles.

h) Vehicles or loads of which the width is over 2.50 metres:

- In front and at the back: by the lights provided for under letter b) of this article;

- In front and at the back and on each side and if need be, on the extreme lateral protrusions of the vehicle or of its load, by orange or yellow marker light.

2. When the vehicle is at stop or in parking, use of lights provided for in the first paragraph of this Article is obligatory only if the public lighting system cannot permit to see distinctly the vehicle at a distance of 100 metres and if the vehicle is at stop or in parking out of the locations indicated by the signal n° E, 20.

3. The front side lights and the back ones of motor vehicles the length and the width of which, load included, do not exceed, respectively 6 and 2 metres and to which no other vehicle is yoked, can be replaced by parking lights when these vehicles, at stop or in parking in suburbs are parallel to the border of the roadway These lights will be respectively white or yellow forward and red or yellow backward.

Only parking lights which are on the side of the roadway centre must be lit.

4. The back fog lights can only be used when weather conditions such as fog or heavy rain reduce visibility to less than 100 metres.

II. DIM AND BRIGHT LIGHTS

Article 43:

1. Dim and bright lights must be lit, at the same time as the side lights, when, either between twilight and daybreak, either because of circumstances such as fog or heavy rain, it is no more possible to see distinctly up to a distance of 100 metres.

2. Dim and road lights must however be switched off when the vehicle is at stop or in parking.

3. Bright lights of the vehicle must be switched off:

a) When roadway lighting is continuous and sufficient to permit the driver to see distinctly up to a distance of about 100 metres;

b) When a vehicle is going to cross another, at a necessary distance so that this one should continue its way easily and without danger, and, in any case when a driver lights or switches off successively and quickly his bright lights to make understand that he is dazzled;

c) When a vehicle follows another at a distance of less than 50 metres, except when the driver wants to show his intention of overtaking by lighting and switching off successively and quickly his bright lights.

4. Dim lights of motorbikes and mopeds which move on the public way must be used every time and in all circumstances.

5. The front fog lights of a vehicle can only be used when weather conditions such as fog or heavy rain reduce visibility at less than about 100 metres or when the vehicle moves on a narrow public way comprising many curves.

They can replace dim and bright lights.

6. Side lights must be lit at the same time as dim lights, bright lights or fog lights.

7. Reverse lights may be used only during the execution of a reverse, they must not, in any case, be a nuisance to other drivers.

8. Searching lights can only be lit in the strictly necessary measure and without constituting a nuisance to other drivers.

III. INDICATION OF DIRECTION AND SPEED CHANGING

Article 44:

A driver who wants to perform a manoeuvre or a movement requiring a lateral move and notably to turn at a junction, leave the road way or stop his vehicle on the left side of the roadway, must announce his intention clearly and sufficiently in advance by means of his vehicle direction indicator(s), or in default, by making an appropriate sign with his arm.

This indication must stop when the manoeuvre is performed.

Article 45:

The driver who wants to slow down in a notable way the speed of his vehicle must show that intention.

That indication must be given by means of stop lights or in default, by making an appropriate sign with the arm.

Article 46:

The fact of giving indications of direction or speed changing does not permit the driver not to respect the obligations which result for him from the position and the speed of other users

SECTION XVI: USE OF HORNS AND SAFETY BELTS

Article 47:

1. It is forbidden to use horns other than those provided for by this Decree.

2. The use of acoustic warning signs must be as brief as possible and is only authorized when circumstances impose it for preventing an accident or outside built-up areas, for warning the driver in front to allow to overtake him.
3. Between 6h30'p.m and daybreak and except in case of imminent danger, acoustic warning signs must be replaced by luminous warning signs consisting in the intermittent lighting at short intervals of headlights or in alternated lighting at short intervals of headlights and headlights on full beam;
4. Luminous warning signs are authorized for warning a driver that he is going to be overtaken inside as well as outside built-up areas.
5. It is forbidden to make use of acoustic warning signs or to give a noisy acceleration to the engine when approaching loaded or mounted draught animals or livestock.
6. The provisions of paragraphs 2 and 3 of this Article are not applicable to priority vehicles Article 47 bis: Every vehicle driver provided with safety belts and passengers occupying the front right seat of the vehicle, are obliged to fasten their belts correctly.

CHAPTER II: SPECIAL RULES APPLICABLE TO SPECIFIC USERS:

SECTION ONE: Pedestrians

Article 48:

1. Mentioned special rules except, shown pavements and shoulders are reserved to pedestrians.

Isolated pedestrians or in groups not organised and not conducted by an instructor are obliged to use shown pavements and shoulders except central reservations separating two roadways which can be used by pedestrians just for marking a halt while crossing the said roadways.

2. When there is no shown pavements and shoulders or when they are impassable, pedestrians must use the road level pavements without stopping or hindering the halt or passing of each other or overtaking drivers' manoeuvres, when necessary they must align themselves near the exterior border of the pavement.

3. When there is no road level pavement or when it is also impassable, pedestrians may use either the cycle lane or the roadway.

When they use the cycle lane, pedestrians must give way to bicycles and motorcycles.

When they use the roadway, pedestrians must stay as near as possible to its border and particular circumstances except, circulate on the left side of the roadway with regard to their walking direction except for one-way roadways. However, pedestrians who push bicycles, motorcycles and groups of pedestrians conducted by an instructor or forming a cortege, must always walk by the right side of the roadway.

4. Except when they form a cortege pedestrians circulating on the roadway must by daytime or by bad visibility time, and by day time where vehicles' traffic density imposes it, walk in a single file.

5. Pedestrians must not engage themselves on the roadway in order to cross it before they ensure themselves they can do so without danger for themselves and without hindering the vehicles.

They must use ways set-up at their intention when these exist at less than 50 metres.

At crossroads near which there is no ways set-up at their intention, pedestrians must use the section of the roadway which is in the continuation of the pavement or the shoulder, they must cross the roadway perpendicularly to its centre line.

6. At places provided with luminous signs for pedestrians, the latter must obey the instructions indicated by these lights.

At places where traffic is regulated by a qualified agent or by luminous roadsigns, they can cross the roadway only when traffic is authorized in their walking direction.

7. Pedestrians can not in any case linger or stop on the roadway unless necessary.

8. When the roadway is divided in many parts by one or many refuges or central reservations, pedestrians who have reached one of these can get into the next part of the roadway only if they respect the instructions edicted by this Article.

9. Persons who push children prams, sick or invalid persons' wheelchairs are submitted, to the pedestrians rules, the same prevailing for invalid persons who circulate in a vehicle stirred by

themselves on the condition of not circulating at a speed superior to that of a pedestrian moving at pace speed.

SECTION II: CONVOYS

Article 49:

1. The interval between automobile vehicles forming a convoy in respect of a trip to make together must be of at least 30 metres.

A convoy can not occupy a distance of more than 500 metres. When this occurs, it must be divided into groups of vehicles occupying the way or a distance of a maximum 50 metres.

However these provisions are not applicable to military vehicles forming a convoy:

- a) In built-up areas;
 - b) Between sun-set and day-break;
 - c) By foggy time reducing visibility at less than 30 metres.
2. The first vehicle of a convoy must bear on a panel fixed in front of the vehicle, painted in red in a yellow base, the words “ ATTENTION CONVOY” easily readable by day light at a 100 metres distance.

The last vehicle of a convoy must bear a panel fixed at its back, painted in red on a yellow base, the words “END OF CONVOY” easily readable at day light at a distance of 100 metres.

Military convoys are signalled in conformity with provisions fixed by the Minister holding Defence in his portfolio.

3. Coupled vehicles making a convoy must be separated into groups of a 500 metres maximum length and the interval between groups must be of 30 metres at least. Article 50: On bridges, the interval between vehicles provided with a speed plate in application of Article 29,4 must be of ten metres at least.

SECTION III: YOKED VEHICLES

Article 51:

1. A carriage can not be composed of more than four animals in line or more than three animals in front.
2. The driving or yoking equipment must allow the driver to master the yoked animals and to drive his vehicle with ease and precision.
3. Yoked vehicles must be accompanied by as many conveyors as needed for ensuring traffic security.

In any case, when the number of yoked animals is superior to five, the driver of the vehicle will be assisted by a conveyor

4. When a second vehicle is trailed by a yoked vehicle and that the length of the line overpasses 18 metres exclusive of the first vehicle shaft, the second vehicle must be accompanied by a conveyor.

5. When the length of the loading of a truck exceeds 12 metres, a conveyor must follow the vehicle on foot.

SECTION IV: BARROWSWHEELBARROWS

Article 52:

1. When a barrow or its loading does not allow him sufficient front visibility the driver must pull his vehicle.

2. Shown pavements are accessible to barrows when the public highway is not provided with a road level pavement or when the latter is impassable.

SECTION V: BICYCLES- SCOOTERS AND MOTORCYCLES

Article 53:

1. It is forbidden to bicycle and scooter drivers:

a) to drive:

- without holding the handlebar;
- with feet not on pedals;
- while keeping an animal on a lead;
- while being trailed;
- while carrying, by pulling or pushing hindering objects in conducting the vehicle or dangerous for other users of the public highway;

b) to use the roadway when there is a passable cycle lane;

c) to exceed a 40 km/h speed when they use a cycle lane;

d) to use acoustic warning signs other than the device provided for in Article 83;

e) to circulate between two lines of vehicles.

2. By derogation to the provisions of Article 12 of this Decree, the bicycle and scooter drivers using the roadway can drive in pairs abreast.

Anyway, they must drive in lines in built-up areas after sunset and at the approach of another self propelling vehicle or of a yoked vehicle.

3. Drivers and passengers of scooters and motorcycles must wear helmets especially conceived for that purpose, the helmet must be adequately fastened.
4. Bicycle, scooter, and motorcycle drivers must mount their vehicles and when necessary carry another person, in conformity with the maker's instructions for use.
5. Bicycle and scooter drivers are submitted to pedestrians' rules when they drive their vehicles without mounting them.
6. Provisions of this Article are not applicable to elements of the Armed Forces circulating in column or participants in racing competitions when authorized in conformity to Article 39.

SECTION VI: ANIMALS

Article 54:

1. Loaded or mounted draught animals or livestock herds drivers must when necessary be assisted by a number of conveyors sufficient to ensure traffic security, the number can not in any case, be inferior to one conveyor per eight animals.
2. Drivers and conveyors must constantly stay in proximity to the animals and be able to get hold of them and prevent them from hindering the traffic and being the cause of accidents, they must in particular, do their best to maintain the animals they conduct on the right half of the public highway and leave the other part free for other users.

3. At places where special lanes have been setup and shown by means of signal n°D,7, the traffic of livestock is forbidden on other parts of the public highway

When circulating on the public highway, livestock must be distributed in groups not exceeding ten animals each and separated by an interval of 20 metres at least.

4. Parking of livestock on the public highway is forbidden.

Article 55:

1. In built-up areas, it is forbidden to let loaded or mounted draught animals and herds gallop.

2. It is forbidden to leave loaded or mounted draught animals and livestock unguarded on the public highway.

SECTION VII: TRAFFIC IN PORTS AND AIRPORTS

Article 56:

1. Particular rules may be adopted in order to suspend or to modify implementation of these provisions as concerns traffic within ports and airports.

2. Particular rules already set have to be shown by the concerned authority in those areas to which they apply at the entry of each such area. Attention of users is to be drawn by a signpost conforming

to model E,21 shown in Annex 4 of this Decree the text of which will be shown just above the pannel of the roadsign.

3. Rules of a permanent nature or which do not present an emergency nature will be the object of Presidential Decrees.

In other cases, particular rules will be fixed by the Prefect and their validity time will not exceed three months.

Article 56 bis:

On the roadways of places of which the entry is marked by an E,9 roadsign under which there is an E,19 bis roadsign, vehicles affected to a remunerated regular service of transport of persons and which can carry more than five seated persons, at the exception of public service vehicles of transport, are not allowed to stop for embarkment or disembarkment of persons or goods except at places marked by an E,19 bis roadsign and along a distance which will not exceed 10 metres on both sides from that roadsign.

THIRD PART: VEHICLES

CHAPTER ONE: DIMENSIONS

Article 57:

The dimensions of a vehicle or a line of vehicles inclusive of all protrusions, except warning lights and wing mirrors can not exceed the following limits:

1. Width at any cross section:

2.65 metres. However, the width of a trailer is limited to:

- a) 75 centimetres when it is trailed by a bicycle or a mobylette;
- b) 1.25 metres when it is trailed by a motorcycle with no side-car;
- c) The width of the hauling vehicle when the trailer is pulled by a motorcycle with a sidecar or by a tricycle or a quadricycle with or without an engine.

On the other hand, farm vehicles circulating only between the farm and the fields at a 20 km per hour maximal speed can reach a 3 metres maximal width.

Articulated or easily detachable exterior parts must however be folded or removed so as to diminish the width of the vehicle while it circulates on the public highway.

Derogation referred to in the preceding paragraph is applicable to special material used by works' contractors and circulating either between the garage and the site or from site to site, at a 20 kilometre per hour speed.

2. Length of the vehicle or line of vehicles:

- a) the length is limited to 7 metres for vehicles:
 - with one axle;
 - with two axles placed in the continuation one of the other ,i.e. oscillating;
 - with two linked axles of which the distance between the axles does not exceed 1.60 metre, i.e. tandem axles but the coupling device excluded;
 - b) the length is limited to 11 metres for two and more axle vehicles, excluding the coupling device, in the case of a trailer or an animal draught vehicle;
 - c) the length of a semi-trailer is limited to 17.4 metres;
 - d) The Minister having transports in his duties may with respect to the state of the roads, authorize the circulation of vehicles affected to public or special services of public
 - e) The length of a line of vehicles, including the coupling device, when the first vehicle is pulled by animals, is limited to 18 metres.
3. Height of the vehicle:4.20 metres
4. Overhanging
- back : 3.50 metres;

- front: 2.70 metres;

In addition for two axle vehicles of which the distance between the axles is superior to 1.60 metres, the back overhang and the front overhang can not exceed respectively 65/100 and 55/100 of the wheelbase. When the vehicle has more than two axles of which two in tandem, the wheelbase and the overhang are measured from half the distance between the tandem axles.

Article 58:

Chains and other articulated or floating accessories, excluding parking lights, must be fixed to the vehicle so as not to come out , in their swaying, of the extreme contour of the vehicle.

The accessories mentioned above can not be trailed along on the ground, the prohibition is anyway not applicable to farming equipment or, as far as chains are concerned, to vehicles transporting inflammable substances.

Article 59:

Exceptionally and provisions of Article 57 notwithstanding, the Minister having transports in his duties or his delegates may, in case of absolute necessity authorize the putting in circulation of vehicles built or assembled for special purposes and of which dimensions are superior to the maxima provided.

CHAPTER II: LOADING

Article 60:

1. The loading of a vehicle must be placed and fixed so as not to:

- a) put persons in danger;
- b) cause on its way damages to the public highway, its outbuildings, civil engineering works which have been built there or bordering the road;
- c) hinder the drivers' visibility or endanger the stability or the driving of the vehicle;
- d) hide lights, reflectors, the Registration plate or signs made by the driver with his hand.

The loading must be so placed and when necessary be fixed on the vehicle so as not to fall or be trailed along on the public highway and that the vehicle does not overturn.

All accessories such as chains, tarpaulins etc... , used for attaching or protecting the loading must closely surround it.

2. The driver of the vehicle must take all such necessary measures that the loading does not cause an exaggerated noise.

Article 61:

Dimensions of a loaded vehicle, be it an automobile vehicle, an animal draught vehicle or a trailer pulled by these vehicles, measured all protrusions included can not exceed the following limits:

1. Width at any cross section: 2.50 metres. However:

- a) When the loading is constituted with cereals, raw coffee, wooden charcoal, non ginned cotton, straw, grass, boughs or forage in bulk, excluding compressed bales, its width can reach 2.75 metres.
- b) When the loading is constituted as above and forwarded within a radius of 25 kms from the place of loading, its width can reach 3 metres except in built-up areas.

In the cases provided for at litteras a) and b) hereabove, no rigid support can be so placed that any of its parts be at a distance superior to 1.25 metres from the longitudinal symmetry of the vehicle.

2. Length: Without prejudice to provisions relating to the transport of pieces of great length, loading can not project beyond the edge of the vehicles or when an animal draught vehicle is concerned the heads of the animals.

3. Height: 4 metres, except with particular authorization issued by the Minister having transports in his duties or by the Prefect in the case of exceptional transport to be effected on the territory of one prefecture only.

Article 62:

1. When a vehicle is loaded with indivisible pieces of sizeable length, loading can not project beyond the back edge of the vehicle by more than 3 metres.
2. Pieces of sizeable length must be tightly attached together and to the vehicle so as not to project beyond the farthest lateral contour of the vehicle due to the swayings.

Article 63:

When loading projects beyond the back edge of the vehicle by more than one metre the most accented protrusion must be signalized: - at daytime, by a piece of red cloth of 50 cms at each side; - when lighting of the vehicle is required, by a red light and a red reflector. The devices used for signalling the back edge of a loading can not be placed at more than 1.55 metres above the ground.

Article 64:

1. The width of the loading on bicycles, mobylettes and trailers pulled by these vehicles can not exceed 0.75 metres.
2. a) The width of the loading on motorcycles without side-cars and trailers pulled by these vehicles can not exceed 1.25 metres.
- b) The width of the loading on a motorcycle with a side-car can not exceed by more than 0.30 m the width of the vehicle when not loaded.

3. The width of the loading on tricycles and quadricycles with or without engine and trailers pulled by these vehicles can not exceed by more than 0.30 metres the width of the vehicle when not loaded, with absolute maximum of 2.50 metres.

Article 65:

The loading on bicycles, mobylettes, motorbicycles and tricycles and quadricycles, with or without engine can not project beyond the front edge or the back edge of the vehicle, by more than 0.50 metres.

The provisions of the above paragraph are applicable to the loading of trailers pulled by the said vehicles, as well as to the loading of sidecars.

Article 66:

a) 1. The driver of an automobile or a motor tricycle or motor quadricycle must occupy a sitting place of which the width can not be inferior to 0.55 metres.

The driver of one of the vehicles referred to in the preceding paragraph can let other persons sit next to him only when each of them occupies a sitting place of at least 0.40 metres of width.

2. It is forbidden to carry on the seat of a vehicle a number of persons higher than the number fixed by the builder of the vehicle.

3. It is forbidden to carry children of less than 12 years of age on the front seat of an automobile vehicle when other seats are available in the car.

4. It is forbidden for the driver of one of the vehicles referred to in the first paragraph to carry persons on the exterior parts of the body of that vehicle or of its trailer.

5. A bicycle, a moped and a motorbicycle can not carry a number of persons higher than that for which the seats have been made.

6. Provisions of paragraph 5 are applicable to tricycles and quadricycles, with or without an engine when not provided with a driving cabin.

b) However, the driver can allow one or many persons according to possibilities, provided that no risk of accident is created and that in any circumstances security of the passengers carried is ensured, to occupy the part of the vehicle used for the transport of things.

c) The above prohibition is not applicable to drivers of vehicles used by services of the Armed Forces or Police; or by services of fire brigade or of roads cleaning

CHAPTER III: MAXIMUM WEIGHTS AUTHORIZED.

Article 67:

1. A) In urban areas as well as on national roads determined by the Minister having transports in his duties, the maximum weights authorized by vehicle or train of vehicles are fixed as follows: x

- the maximal axle load authorized per four wheel axle will be:

- by single axle : 10 tonnes;

- by tandem axle: 16 tonnes;

- For triple axle : 24 tonnes; the maximum load weight for any lorry shall in no case exceed 46 tonnes.

B) On the other roads as determined by the Minister having transports in his duties, the maximum weights authorized by vehicle or train of vehicles are fixed as follows:

a) two axle vehicle, semi-trailers except : 12 tonnes;

b) three and more axle vehicles excepting semitrailers: 16 tonnes;

c) articulated vehicles: - with three axles: 12 tonnes; - with four axles and more: 16 tonnes.

d) train of vehicles: 20 tonnes

C) In urban areas as well as on roads referred to at litteras A and B of this paragraph, the maximum loads authorized by wheel are fixed as follows:

- Pneumatic bandages: 3.20 tonnes with a pressure not exceeding 5.5 kg/cm²;
- Semi-pneumatic bandages: 15 DL tonnes;
- rigid, metallic and full rubber bandages: 8 DL tonnes without exceeding 250 kilos by metallic rigid bandage.

In the above-mentioned, formulas D and L mean, in metres, respectively the exterior diameter of the bandage measured horizontally and the most important width of the bandage measured at its upper part.

D) The maximal loads by axle are fixed as follows:

- a) In urban areas as well as on roads referred to at littera A of this paragraph: 10 tonnes , without the most loaded axle of a group of tandem axles having to bear more than 8 tonnes;
- b) On roads referred to at littera B of this paragraph: 5.5 tonnes without the most loaded axle of the group tandem axles having to bear more than 4 tonnes.

Those weights are defined as being the total load transmitted to the ground by all the wheels, of which the centre is situated in the same vertical and cross section plane covering the whole width of the vehicle.

E) On roads other than the ones referred to at litteras A and B of this paragraph, the maximum authorized weight of vehicles or of a train of vehicles can not exceed 7 tonnes and the load by axle can not exceed 3.5 tonnes.

F) Duly authorized exemption except, it is forbidden to put or maintain in circulation on the public highway an automobile vehicle or a trailer of which the total weight exceeds 5 tonnes per linear metre of distance between the two extreme axles or of which the total weight in load exceeds the maximum weight authorized by the registration certificate.

2. Provisions of the first paragraph are not applicable to road construction equipment.

3. For gas generator, compressed gas and electric accumulators' vehicles, the weights hereabove are increased, within limits of one tonne, of the weight of the gas producer in good working order, of the compressed gas reservoirs or accumulators, and of these apparatus accessories.

4. The maximal weight of a vehicle and the maximal load transmitted to the ground by each of its axles can not exceed the weight for which the vehicle and its axles have been approved

5. The Minister having Transports in his duties may:

a) authorize, on parts of the public highway that he designates, normal traffic of vehicles of which the weight exceeds the ones indicated above;

b) authorize, by means of particular and temporary decisions, those same special vehicles to move on determined routes. He fixes, where necessary, the special conditions to which these transports must comply.

Article 68:

1. The Minister having Transports in his duties may reduce the maximum total weight fixed by Article 67, on some sections of the public highway as well as on crossing of bridges, ferries or other civil engineering works, within limits as dictated by the preservation of these ways or works and traffic security.

The authorized total weight will be shown by means of signal n°C,7, placed at the edges of roadways or in the vicinity of the works concerned.

2. When the maximum authorized weight determined in conformity with provisions of Article 67 exceeds 3 tonnes as well as for any automobile vehicle or trailer used for the transport of goods, indications relating to the tare and to the carrying capacity are reproduced on the right lateral side towards the front of the vehicle by the proprietor of the vehicle.

These indications can be painted on the body or marked on a plate tightly fixed to the body.

Letters and figures must have a minimum height of 0.05 metre and the marks a minimum thickness of 0.005 metre. The wording and the layout must conform to indications shown in Model 2 of Annex 8 of this Decree.

The above provisions are not applicable to:

- a) farm vehicles;
- b) special material used by works entrepreneurs;
- c) buses and coaches;
- d) trails especially used for the transport of tree trunks.

3. When a qualified agent doubts about the total weight of a vehicle, the driver must accept and cooperate to effect a verification operation which can not last more than two hours.

CHAPTER IV: LINES OF VEHICLES

Article 69:

Provisions of Articles 57 to 68 of this Decree are applicable to each vehicle composing a line of vehicles.

Article 70:

1. A self propelling vehicle and an animal draught vehicle can not pull more than two vehicles.

However, a mobylette with a side-car is not allowed to pull any trail.

2. Putting in exceptional circulation lines of more than three elements is subject to an authorization issued by the Minister having Transports in his duties.

3. Provisions of paragraphs 1 and 2 of this article are not applicable to lines of vehicles hereafter enumerated, provided they do not circulate at a speed exceeding 20 km/h:

- a) fair ground vehicle lines, including caravans and moving between the garage and the site or vice-versa or from one site to another;
- b) lines of vehicles used by public works' contractors and moving between the garage and the site or vice-versa or from one site to another;
- c) lines of farm vehicles moving within a radius of 25 kms from the farm;
- d) lines of publicity material; The total length of these lines can not exceed 25 metres.

Article 71:

1. When the distance between the front of a trailer and the back of the towing vehicle exceeds 3 metres, their fastening must be signalized:

- by daytime, by a red piece of cloth measuring a minimum 0.50 metre by side;
- when the lighting of the vehicle is required : by an orange coloured light laterally visible, unless fastening is enlightened.

2. A fastening can only be used in cases of circumstances outside one's control and exclusively for pulling a vehicle all the way to the place of repair at a speed which in any case can not exceed 20 km per hour.

These fastenings must be shown by a square white pannel of at least 0.30 metre by side, placed at the head end of the towing vehicle

3. Paragraph 2 of this article notwithstanding, when the authorized maximum weight of a trailer exceeds 750 Kgs or half unladen weight of the towing vehicle and that its brake system does not automatically provoke the stoppage in the case of the breakage of the main fastening the said trailer must be in addition to the main fastening ensuring the traction and the driving of the trailer, equipped with an emergency fastening which can be constituted by chains or metallic cables so as, in the case of deficiency of the main system, to pull the trailer and to keep it from leaving its route and keep the shaft from touching the ground.

This emergency fastening can be used after the breakage of the main system only in the cases provided for in paragraph 2 of this article.

CHAPTER V: EXCEPTIONAL TRANSPORTS

Article 72:

1. Transportation of indivisible objects and putting in circulation vehicles or trailer used to carry these objects, and of which details exceed the maximal limits fixed by this Decree, are authorized by the Minister having Transports in his duties at the conditions fixed by him.
2. When the authorization required concerns width, height or weight, it must mention the date and if necessary the timetable and the route according to which the transports will be effected.
3. This authorisation prescribes provisions which must be taken in order to ensure the easiness and the security of the traffic and to prevent any damage to the public highway, its surrounding parts, to works of civil engineering which have been built there and to bordering properties.
4. This authorisation is granted to the applicant only when he accepts to pay the damages and fees relating to the transport and to deposit, where necessary, a guarantee of which the amount is fixed in the authorisation.
5. This authorisation can be granted to the applicant only for one trip, except in the case of transporting things presenting a real general interest.
6. Transporting by road vehicles of empty or loaded railway wagons may require valid authorizations either for a single trip or for several.

Provisions of paragraphs 1 and 4 are applicable for these transports.

Article 73:

In cases violating provisions of Article 67 or conditions of the authorisation issued in conformity to Article 72, the driver is obliged to offload, to unyoke or to stop his vehicle in the nearest location in default of which the vehicle will be retained.

CHAPTER VI: Braking

Article 74:

1. For the sake of provisions of this chapter:

- a) the term “ axle wheels” means the symmetrical wheels at the median longitudinal plane of the vehicle, even when they are not placed on the same axle, a tandem axle being counted for two axles.
- b) the term “ in-service braking” designates the device normally used for slowing down or stopping the vehicle.
- c) the term “ parking brakes” designates the device used for maintaining immobile the vehicle, in the absence of the driver, or in the case of a trailer, when it is uncoupled;
- d) the term “emergency braking” designates the device used for slowing down or stopping the vehicle in the event of the in-service braking failure;
- e) the term “ trailer “ is only applicable to trailers meant for being coupled to an automobile vehicle

2. Every vehicle or line of vehicles must be provided with a braking equipment sufficiently efficient to control movements, to stop it in a sure and quick manner and to prevent the spinning of the wheel or the wheels stopped, whatever be the loading conditions and the sharpness of the up or down slope.

3. Automobile vehicles braking system

a) Every automobile vehicle must be provided with a braking system which can easily be handled by the driver without hindering the driving of the vehicle and made of:

1° in-service braking allowing to slow down the vehicle and to stop it in a sure, quick and efficient manner, in whatever conditions of loading and sharpness of the up or down slope of the way on which it is moving;

2° a parking brake allowing to maintain the vehicle, whatever be the conditions of its loading on an up or down 16 % slope, the braking active surfaces being maintained in a tightening position by means of a device with purely mechanical action, even in the absence of the driver;

3° an emergency braking to slow down or to stop the vehicle, whatever be the conditions of its loading, within a reasonable distance, even in the event of in-service braking failure.

b) The braking devices can so share parts that two commands at least remain independent one from the other.

- c) The in-service braking must command all the vehicle wheels. However, on vehicles having more than two axles, the wheels of one axle may be independent from the braking system.
- d) The in-service braking and the parking brakes have to command one wheel at least on each side of the median longitudinal plane of the vehicle.
- e) The in-service braking and the parking brakes have to work on braked surfaces linked to wheels in a permanent way by means of sufficiently strong parts.
- f) No braked surface can be uncoupled from wheels except:
 - 1° When uncoupling is only temporary, especially during change of gears;
 - 2° Where for the parking brakes, uncoupling is not possible without the action of the driver;
 - 3° Where, when uncoupling works on the inservice braking or the emergency braking, the braking action can still work with the efficiency prescribed in above paragraph a.

4. Braking of trailers

- a) Every trailer other than a light trailer must be equipped with the following braking devices:
 - 1° A service braking allowing to slow down the vehicle and to stop it in a sure, rapid and efficient manner, whatever be its conditions of loading and sharpness of the up or down slope it is moving on.

2° A parking brake allowing to maintain the vehicle immobile, whatever be conditions of its loading, on a 16% up or down slope; the active surfaces of the braking being maintained in a tightening position by means of a device of a purely mechanical action.

- a) This provision is not applicable to trailers that can be uncoupled from the towing vehicle only with handtools, on the condition that the requirement relating to parking brakes be respected for all the vehicles.
- b) Devices ensuring the in-service brake and the parking brake may share parts;
- c) The in-service brake should act on the trailer's wheels ;
- d) The in-service brake must be in position to be acted upon by the service lever of the towing vehicle.

However, where the trailer's authorized maximum weight does not exceed 3.500 kilos, the in-service brake can be so made as to be put in action only by the force of inertia, i.e . by simple connexion of the trailer and the towing vehicle

- e) The in-service brake and the parking brake must work on the braked surfaces linked to the wheels in a permanent manner by means of sufficiently strong parts;
- f) The braking mechanism must be so made that the stoppage of the trailer be automatically ensured in the event of the braking while moving of the coupling device.

However, this provision is not applicable to trailers with one axle only or with two axles at a distance of less than one metre apart, on condition that their authorized maximum weight does not exceed 1,500 kilos with the exception of semitrailers, that they be provided, in addition to the coupling device, with a secondary attachment in conformity with provisions of article 71,3 of this Decree.

5. Braking of groups of vehicles

In addition to provisions of paragraphs 3 and 4 of this Article relating to automobile vehicles and isolated trailers, groups of vehicles are subject to the following provisions:

- a) The braking devices fit in each vehicle composing the group must be compatible;
- b) The in-service brake action must be distributed and synchronized in a convenient manner between the vehicles composing the group;
- c) The authorized maximum weight of a trailer not provided with an in-service brake must not exceed half the sum of the empty weight of the towing vehicle and the weight of the driver.

6. Braking of mobylettes, motorcycles, tricycles and quadricycles

Every mobylette, motorcycle, tricycle or motor quadricycle must be provided with two braking devices with one at least working on the back wheel, and with the other one at least working on the front wheel. Where a side-car is added to such a vehicle, the braking of the side- car wheel is not obligatory. The braking devices must allow to slow down the vehicle and to stop it in sure, quick

and efficient manner, whatever be the conditions of its loading and the up or down slope of the way it uses.

7. Provisions of paragraphs 1 to 6 of this article are not applicable:

- a) to prams or to invalid or sick persons' carriages when pushed by another person;
- b) to handcarts, of which the load weight does not exceed 150 kilos;
- c) to trailers with one axle, the authorized maximum weight of which does not exceed half the empty weight of the towing vehicle;
- d) to two wheels' draught vehicles, the loading weight of which does not exceed 1000 kilos and of which the coupling device is so made that the vehicle stops at the same time as the draught animal.

CHAPTER VII: LIGHTING AND SIGNALLING OF VEHICLES AND ANIMALS

SECTION I: General rules

Article 75:

1. The lighting of any vehicle must be realised in such a manner that no red light or reflector be visible from the front of the vehicle and that no white or yellow light or reflector be visible from behind it, except for the reversing light.

2. The lights and the reflectors must be placed in such a way that no part of the vehicle or of its loading reduces its efficacy.

3. A vehicle can not be equipped with more than two lights of the same denomination, save the size light or the indicator light.

4. Where a vehicle is provided with two or more lights of the same denomination, these lights must be of the same colour and intensity; and they must be placed symmetrically about the median longitudinal plane of the vehicle.

This provision is not applicable to the lighting device of the back number plate.

5. Reflectors placed at the front of the vehicle must be white coloured, those placed at the back must be red coloured and those placed on the sides orange or yellow coloured.

6. Several lights of different denominations, as well as reflectors can be grouped or incorporated in the same device insofar as each of these lights or reflectors are fixed in accordance with the provisions applicable to them and that no confusion can occur.

7. No light or reflector can be placed in such a manner that the lowest point of its lighting surface be below 0.40 metre from the ground level, the vehicle being empty. This provision is applicable neither to the fog lights no to reversing lights.

8. The electrical installation of a vehicle or a group of vehicles must be realised so that:

1° main lights, beam headlights, fog lights, front sidelights and the number plate light be put in service only when the back sidelights of the vehicle or the head lights situated at the extreme back of the group of vehicle are also in service;

2° the front lights be always on, simultaneously with the sidelights, the main lights or the front fog lights.

However provision of the first paragraph does not apply to the main lights or the beam headlights when they are utilised to give more luminous warnings as referred to in Article 47 of this Decree.

Article 76:

1. a) Vehicles must, each according to its category, be permanently provided with lights and reflectors as here after mentioned:

Category of vehicle	Front sidelight	Rear sidelight	Font reflector	Rear reflector	Main head-light	Crossing head-lights	Brake light	Front Indicator lights	Rear Indicator lights	Registration lighting	Re
Bicycle and moped		1		1	1	1					(1)

Motorcycle fitted with not side-car	1	1		1	1	1	1		2	1	(2)
Motorcycle fitted with side-car	2	2		2	1	1	1		2	1	(2)
Tricycle with one front wheel		1		2	1	1					(1)
Tricycle with two front wheels		1		1	1	1					(1)
Four-wheel vehicle		1		2	1	1					(1)
Motor tricycle with one front wheel	1	2		2	1	1	1				(2,4)

Motor tricycle with two front wheels	2	1		1	1	1	1	1			(2, 5, 6)
Motor vehicle with four wheels	2		2	2	2	2	2	2	2		(2, 4)
Automobile vehicles	2	2		2	2	2	2	2	2	1	
Trailers pulled by not self propelling vehicles			2	2	2					1	(7, 8)
Trailers pulled by	2	2	2	2	2	2		2	2	1	

automobile vehicles											
Animal pulled vehicles			2	2	2						

VEHICLES' VARIOUS LIGHTS AND REFLECTORS

REMARKS

(1) Headlights and position lights may be made with one and same projector emitting in front of the vehicle a white or yellow non beaming light.

(2) Parking lights are compulsory only when the engine capacity is greater than 125 cubic centimetres.

(3) The rear position lights are to be fixed nearest to the left border of the vehicle.

(4) Head lights are optional for vehicles of which the engine capacity does not exceed 50 cubic centimetres.

(5) Headlights and position lights are compulsory only when the empty vehicle's climbing speed can go beyond 20 Km per hour.

(6) Tricycles with engine must be equipped with two position lights in front and two position lights at the back and with two back reflectors whenever, due to their width, provisions of Article 77-3 cannot be complied with only with one light.

(7) Registration number plate lighting is compulsory only where the vehicle must bear such a plate.

(8) Trailers must, in addition, be provided, at the rear with lights stipulated for towing vehicles as soon as their dimensions under these lights become invisible.

a) Priority vehicles must be provided with a light diffusing a flashing blue light visible from all directions.

c) Vehicles of which the width is superior to 2.10 metres must be provided with loading lights.

d) All automobile vehicles especially those assigned to people's transport and comprising, in addition to the driver's seat, eight seating places maximum as well as all trailers towed by such vehicles must be provided with two alternated red and white stripes making a chevron, of which characteristics are specified in Annex 9 of this Decree.

Any device having the above-mentioned characteristics, before being put up for sale to the public, must be authorized by a decision of the Minister having Transports in his duties.

2. Further to lights and reflectors required in para.1 of this Article use may be made of some other lights and reflectors in accordance with the following provisions:

- a) A vehicle can be equipped with long distance lights, foglights, reversing lights and with a searching light diffusing a white or yellow light.
- b) A reflector can be fixed near each sidelight. One or two reflectors can be fixed on the lateral sides of the vehicle or of its load.
- c) Vehicles assigned to taxi service, with parking on the public highway, may be provided with a luminous device indicating the nature of the vehicle and at the front, with a green light indicating that the vehicle is free. Vehicles assigned to an automobile driving school may be provided with a luminous device indicating the nature of the vehicle.
- d) Vehicles assigned to a public or special bus service may be equipped with white lights used to light indications relating to their itinerary or destination.

When these lights are placed at back of the vehicle they should not emit luminous rays towards the back.

- e) Vehicles the width of which does not exceed 2.10 metres may be equipped with gauge lights
- f) Front signalling of a vehicle can be completed with a white or yellow front light, directed backwards and illuminating the front part of the vehicle. This light must not hamper either the vehicle driver or other drivers.

g) Every motor vehicle or trailer pulled by such a vehicle shall be provided with a green light permitting the driver to signal that he has noticed the warning of the person who is ready to overtake him. This light must be set at the back left edge of the vehicle.

h) Agricultural vehicles and specialized gadgets used by works' foremen shall not be provided with lights provided for in paragraph one of this Article when they do not move between nightfall and daybreak.

i) Buses assigned to transport school children shall be provided with two flashing orange lights, set one in front, the other at the back of the vehicle, in order to signal stops and to recommend caution. These lights' use is limited to 100 metres away from the stopping point.

SECTION II: PARTICULAR RULES

Article 77:

1. Position lights of white or yellow colour placed in front of the vehicle and red position lights placed at the back of the vehicle must, without dazzling or holding up other drivers, be visible at night, by fine weather, at a minimum distance of 300 metres, respectively from the front and the back of the vehicle. However, for the back lights of bicycles or mopeds, this distance is reduced to 100 metres.

2. Reflectors must be seen at night, by fine weather, by the driver of another vehicle at 150 metres, when they are illuminated by road lights of this vehicle.

Reflectors placed at the back of trailers must have the form of an equilateral triangle of 0.15 metres to 0.20 metres of sizes, of which one of the summits is directed upwards, the opposite side being horizontal.

Trailers, the overall width of which does not exceed 0.80 metres may be provided only with one reflector if they are coupled up to a motorbike without a side car.

Reflectors placed on all vehicles other than a trailer can not be of a triangular shape.

3. The outer edge of the illuminating area of the front and back position lights and of the front and back reflectors must be at less than 0.40 metres from the end of the overall width of the vehicle.

4. The highest point of the illuminating area of the front and back position lights can not be at more than 1.90 metres above the ground, the vehicle being unloaded. For reflectors, this height can not be over 1.20 metres.

5. Loading lights must be visible at night by fine weather by the driver of a vehicle being at least at 200 metres away.

6. Parking lights must emit a white light forwards and a red light backwards and meet conditions of visibility required of the front and back position lights.

Article 78:

1. Road lights, of white or yellow colour, must at night, by fine weather, permit the illumination of the roadway at a distance of at least 100 metres in front of the vehicle.

This distance is reduced to 75 metres for motor vehicles with engine capacity not exceeding 125 cubic centimetres.

The outer edges of the illuminating area of the road lights must not in any case, when these lights are in pair, be located nearer the end of the overall width of the vehicle than the outer of the illuminating area of the cross-road lights.

2. Cross-road lights, of white or yellow colour, must, at night, by fine weather, permit the illumination of the roadway at a distance of at least 40 metres in front of the vehicle.

This distance is reduced to 15 meters for motor vehicles with engine capacity not exceeding 125 cubic centimetres.

The upper edge of the illuminating area of the cross-road lights can not be 1.20 metres above the ground, the vehicle being unloaded.

For vehicles which must be equipped with two crossing-lights, on each side, the point of the farthest illuminating area from the median longitudinal plane of the vehicle can not be located at more than 0.40 metres from the overall width of the vehicle.

A motor vehicle can not be provided with more than two crossing-lights.

3. When a vehicle is equipped with a reversing light, this light must be so constructed and placed as to emit a white or yellow light at a distance which does not exceed 20 metres and not to dazzle or hold up other drivers.

The switching -on command of this light must be such that it can only be lit when the gear is engaged.

Article 79:

1. The brake-light, of red colour, must, without dazzling, be visible at night, by fine weather, at a minimum distance of 150 metres, and by daylight, by sunny weather, at a minimum distance of 20 metres. Where the brake-light is grouped with the back position light or incorporated to it, it must have a luminous intensity quite superior to the latter light.
2. The upper point of the illuminating area of the brake-light cannot be over 1.55 metres above the ground, the vehicle being unloaded.
3. Where the vehicle is equipped with only one brake-light, this light must be placed in the longitudinal plane of the symmetry of the vehicle or between that plane and the left end of the overall length of the vehicle.
4. The brake-light must be lit when the vehicle brake system enters into action.

Article 80:

1. The direction indicating lights must be constituted by fixed systems with flashing light, disposed in pair at the back and the front faces of the vehicle, the front lights being white or yellow, the back lights being red or orange.

These lights can be incorporated to the position lights or to the brake-lights.

2. The position on the vehicle of the direction indicating lights must be such as the given indications by these lights be visible, at night as at daylight in front and in the back of the vehicle, by road users interested in the vehicle's movements.
3. The direction indicating lights must be visible at a minimum distance of 150 metres, and at daylight, by sunny weather, at a distance of 20 metres.
4. The highest point of a direction indicating light can not be at more than 1.90 metres above the ground, the vehicle being unloaded.
5. The flashing rate of the light must be of 90 flashes per minute with a tolerance of plus or minus 30 flashes.

Article 81:

The illuminating light of the registration plate must be white and must, at night, by fine weather, make readable the registration plate at a minimum distance of 20 metres from the back of the vehicle,

this one being stopped. This light can not project a direct light from the luminous source towards the back of the vehicle.

SECTION III: ANIMAL- PULLED VEHICLESANIMALS

Article 82:

1. Where, according to the nature of the vehicle or of its load, lights provided for in Article 76 can not be fixed on the vehicle, a conductor must bear, in front and on the left of vehicle, a white or yellow light, lighting forwards, and a second conductor must bear, behind and on the left of the vehicle a red light illuminating backwards.

2. Between twilight and daybreak, the conductor of pulling animals or of load animals yoked or of animals being on the public way must bear a hand lamp of white or yellow colour illuminating in all directions. Where a herd comprises more than four heads of cattle or more than six of small animals, it will be signalled by a white light hand lamp or a yellow hand lamp borne in front of the herd and by a red light hand lamp borne at the back of the herd.

CHAPTER VIII: OTHER PRESCRIPTIONS

SECTION 1: Sounding alarms

Article 83:

1. Vehicles mentioned hereafter must be equipped with a sounding alarm apparatus which can be heard : - at a distance of 100 metres for motor vehicles, which distance can be reduced to 50 metres when the speed on a flat surface of the unloaded vehicles can not exceed 50 km per hour ;
- at a distance of 20 metres for mopeds. The sounding alarms of motor vehicles must emit a uniform sound, continuous and not shrilling.
2. Priority vehicles as well as vehicles assigned to road maintenance may be provided with a special alarm which does not meet the requirements of this paragraph.

SECTION II: Rear-view mirrors

Articles 84:

1. All motor vehicles must be equipped with at least one rear-view mirror disposed in such a way that a driver can, from his seat, monitor traffic behind him, and on the left of the vehicle especially see another vehicle which has begun an overtaking by the left. It is the same for all animal pulled vehicles provided with a driving cabin.
2. Where the nature of the vehicle or its load does not permit a rear-view mirror placed inside the vehicle to fulfil efficiently its function, a outer rear-view mirror will be placed on each side of the vehicle.

SECTION III: Windscreen-Glasses Windscreen wipers

Article 85:

1. On each vehicle and trailer:

- a) Transparent substances constituting elements of the outer surface of the vehicle including the windscreens or the inner separating surface, must be such that in case of breaking, the danger of body injury be reduced in all possible measures;
- b) Windscreen glasses must be made of a substance, the transparence of which can not be altered and be such that they can not provoke any noticeable deformation of the objects seen by transparence and that in case of breaking the driver could still see sufficiently the public way.

2. Every motor vehicle provided with a windscreen except motorbikes, must be provided with at least one windscreen wiper the functioning of which does not require the constant intervention of the driver.

The windscreen wiper must act efficiently over such sufficient area that the driver can, from his seat, see distinctly the roadway.

3. Every vehicle subject to being provided with at least one windscreen wiper must also be provided with a windscreen wiper washer which ensures the driver perfect and permanent visibility through the windscreen.

SECTION IV: Smoke, Odours, Noises

Article 86:

1. Motor vehicles and mopeds must be so conditioned as not to spread in an abnormal way oil and combustion wastes, and not to produce smoke exhausts, beside the motor starting and not to be a nuisance to the public or frighten animals by noise; In any case, they can not emit noises the measure of which exceed the maxima defined at Annex 13 of this Decree.
2. All thermal propulsion engines must be provided with a silent and efficient system which can not be made inoperative by the moving driver.

Free exhaust is forbidden as well as all operations tending to suppress or to reduce the efficiency of the silent release system.

The end of the free exhaust device can not be directed to the right side of the vehicle. 3. In agglomerations, it is forbidden to make repeated engine accelerations without moving away.

SECTION V: Bandages

Article 87:

1. Motor vehicles' and mopeds' wheels as well as those of their trailers must be provided with tyre bandages the marks of which can not have a depth lower than one millimetre in all their rolling surface and where their cover can not be apparent at any place or present on their sides any deep tears.

These provisions are however not applicable to vehicles the speed of which, if unloaded and climbing, can not exceed 25 Kms per hour.

2. Wheel bandages must present a rolling surface without any hollow or protusion likely to damage the public way. Bandages can be provided with non-skid chains but only to get out of particularly muddy and slippery areas.

3. Is forbidden the circulation of self propelling vehicles and trailers pulled by these vehicles, when their wheels are provided with either rigid bandages, or elastic bandages of less than 0.04 metre thick or the width of which at a given point does not reach the two thirds of the bandage width when new.

4. Do not enter into application of the provisions of paragraph 3:

- a) Agricultural vehicles, when they are in traffic within a maximum radius of 25 kms from the farm;
- b) Special equipments used by works' contractors and going either from the garage to the site or vice versa, as well as the travelling show exploitation engines the use of which does not permit the use of bandage wheels in rubber, when the load of the mentioned materials and engines on ordinary road vehicles is uneasy or dangerous.

However, the various vehicles found in paragraphs a) and b) can only move on the public way only when they will not provoke damages there upon.

SECTION VI: Miscellaneous provisions

Article 88:

1. Every motor vehicle must be provided with a strong steering apparatus allowing the driver to change easily, quickly and safely the direction of his vehicle.
2. Every motor vehicle must be provided with a reversing gear system which can be operated from the driving place.
3. Every motor vehicle likely to move above 40 km per hour in climbing must be fitted with a speed indicator to be found at clear sight of the driver and to be constantly in good working condition
4. Every motor vehicle assigned to transport people of which the maximum number of occupants is below six, including the driver, must be endowed with security belts for the driver and the passenger occupying the front seat of the vehicle.

The characteristics of the security belts are to be determined by the Minister in charge of transports.

5. The following accessories must be found aboard every motor vehicle:
 - a) a danger signal consisting of an equilateral triangle of at least 0.40 metre in size, with red borders of at least 0.05 metre of width hollowed out bottom or of clear colour, the red borders being lightened

by transparence or provided with reflecting bandage, and the whole capable of standing in a vertical and stable position;

b) an emergency box containing at least four individual bandages of sterilized gauze, four site clips for bandages or four safety pins, a small bottle of disinfectant, a notice “emergency care waiting for the doctor’s arrival” and a notice marked “artificial breathing by mouth to mouth”.

6. Every motor vehicle must be endowed with a burglar proof device to avoid permitting , from the time the vehicle is left in parking , the breaking down or damaging of an essential organ of the vehicle.

7. A motor vehicle fitted with an armour or any other device permitting to use it in aggression or defence can not move on the public way without a special permission of the Minister entrusted with Transports or his delegate.

This provision is not applicable to Armed Forces’ vehicles.

8. It is forbidden to add outside a motor vehicle or a moped such unnecessary ornaments or accessories as presenting heaps or protrusions which can constitute a danger for other users of the public way. 9. Except when trailed by another vehicle, no vehicle can move on side roadways when its engine is off or its gears are out.

Article 89:

With reservation to exceptions provided for in Articles 59,70-2 and 72, no vehicle shall be or be kept in traffic on public way when it is not in conformity with provisions of the 2nd part of this Decree.

However, vehicles put in traffic before the end of a two-year period from the coming into force of this Decree will not be subject to application of Articles 80-1, 85-1, 85-3, 87-1, 88-4 and 88-5.

Article 90:

Articles 57, 61, 68, 70, 71, 71-1 and 72, as well as Article 76 as far as it concerns the brake light and the direction indicator lights, are not applicable to the Armed Forces' vehicles, when they are not compatible with the nature or the temporary or permanent assignment of the vehicle.

PART FOUR : SIGNALLING

FIRST CHAPTER: GENERAL PROVISIONS

Article 91:

1. Signalling relating to road traffic comprises three categories:

- a) the road signals;
- b) the luminous signals;

c) the road marks.

2. Orders shown by luminous traffic signals prevail over priority rules, as well as over road signals regulating the priority and over marks shown on the ground.

3. Subject to implementation of Article 5, paragraph 6, public way users, even where the concerned prescriptions are likely to be in contradiction with other traffic rules, shall abide by the prescriptions shown by road signals, traffic luminous lights or road marks.

4. Signalling and signal making are within the competence of the Minister holding Transports for national roadways and traffic within urban areas and of the communal authorities for communal roads.

CHAPTER II: ROADSIGNS

Article 92:

1. Roadsigns include the danger and priority signs, the prohibition and obligation signs and the indication signs.

2. Roadsigns must be so placed on the right side of the road that the lower part of their border be not at less than 1.50 metre or over 2.10 metre above the ground, save provisional roadsigns.

3. The meaning of a roadsign may be completed, clarified or limited by additional roadsigns constituted of rectangular panels bearing symbols or inscriptions of black colour on white bottom with a black enclose or of white colour on blue bottom, and placed immediately under the sign.

FIRST SECTION: Roadsigns for danger and priority

Article 93:

1. Danger roadsigns serve the purpose of warning the user on the existence of a danger and of indicating its nature and to impose to him a particular caution so as to adapt his behaviour to the nature and the seriousness of the danger signalled. Priority roadsigns serve the purpose of notifying to the public way users particular rules of priority at junctions, they may include prohibitions.

2. Danger roadsigns and priority roadsigns are reproduced in Annex I of this Decree, with the symbols indicating the nature of the danger. They have the form of an equilateral triangle, with white bottom bordered with red, except roadsigns n°A, 28, a,b, and c, A30; A31; B.2a and b; B.3 and B4, B5, B6, and B7 a and b.

Article 94:

1. Danger roadsigns and priority signs are placed to the right side of the direction followed by users concerned but where the areas' dispositions justify it, a second roadsign, similar to that which is placed on the right, may be placed on the left side.

2. Outside the agglomerations, danger roadsigns and priority roadsigns must be placed at a distance of 150 to 200 metres from the dangerous areas they signal.

Where, because of the areas' layout, the distance which separates the signal from the dangerous area is less than 150 metres, that distance is shown by an additional signal n° F,1.

3. As exceptions to paragraph 2 of this Article:

a) Signals n° A,22, B1 and 2 must be placed at the nearest possible place to the junctions they signal; they may be repeated each by a similar signal placed at a greater distance from the junction, and shown by an additional signal n°F,1;

b) Signals n° A, 28a, A, 28 b, and A, 28c must be placed respectively at 150; 100 and 50 metres from the level crossing they signal;

c) Signals n° B, 7a and B, 7b must be placed on the right side of the level crossing they signal.

4. When the signalled danger stretches out over a certain distance, the length of the public way section concerned by that danger may be shown by an additional signal n° F,2.

5. In agglomerations, danger signals must be placed in the immediate vicinity of the dangerous areas.

However, signals n°A,6; A11 and A, 16 must be placed at a reasonable distance from the danger areas and distance must be shown by an additional signal n° F,1.

6. When a danger signal is straight above or below a public way opening, an additional signal constituted of an arrow of black colour may show the direction of the dangerous place if the latter is located on the mentioned public way.

Article 95: Signal n° A, 22 may be placed on a public way only if all the other ways converging on the junction are provided with signal n° B, 1, B,2a or B,2b.

Article 96:

Any danger not defined by a symbol as mentioned in Annex 1 of this Decree may be signalled by an additional signal showing the nature of the danger, or be signalled by means of an appropriate symbol not mentioned in the above annex.

SECTION II:

Prohibition and obligation signals

Article 97:

1. Signals indicating to users an interdiction or an obligation have the form of a disc.

This disc is bordered with red with white bottom when signals mark a prohibition, except for the signals prohibiting to stop or to park, the bottom of which is blue. The disc is of blue colour when the signal marks an obligation.

2. Symbols clarifying the nature of the prohibition or obligation are reproduced in Annexes 2 and 3 of this Decree.

3. Additional signals may notify general restrictions or exceptions or particular prohibitions or obligations.

Article 98:

Prohibition and obligation signals concern only that part of the public way comprised between the place where they are placed and the next junction, on the side of the way on which they are placed.

Article 99:

1. Prohibition signals are placed on the right side of the direction followed by the concerned users, where the areas' layout justify it, a second signal, similar to that which is placed on the right, may be placed on the left side.

2. Signals n° C,20 a (alternating parking) and n° C,20 b (alternating stop and parking) must be placed on each of the way sides they concern, in sufficient number to be perfectly visible from one signal to the other.

In any case, distance between two of the above mentioned signals cannot exceed 100 metres.

Article 100:

By exception to provisions of Article 98, prohibitions prescribed by signal n° C, 18 (parking prohibition) and n° C, 19 (Stop and parking prohibition) can be limited to a stretch comprised between two of the mentioned signals completed by additional roadsigns constituted of one by a vertical black arrow the tip of which is directed upwards and the other by a similar black arrow downwards.

Article 101: Where several prohibitions are applicable at the same place, their symbols can be grouped on the same disc. However, the number of grouped symbols on the same disc cannot be more than three.

Article 102:

Obligation signals are placed where their visibility is best ensured for the user they concern.

SECTION III: Indication signals.

Article 103: 1. Indication signals are meant to guide and to inform the public way users; they are shown in Annex 4 of this Decree. 2. These signals are placed at the most appropriate places in view of the information they provide.

CHAPTER III: TRAFFIC LIGHTS

SECTION I: Traffic lights

Article 104:

1. The three coloured traffic lights have the following meaning:

- a) The red light means: prohibition to move beyond the signal;
- b) The yellow light means: prohibition to move beyond the stop line or, in default of any stop line, the signal itself, unless that at the shifting move the driver is so close to the light that he can no more stop with enough security conditions; anyway, where the signal is found at crossroads, the driver who has passed the stop line or the signal in such circumstances can only get out of the crossroads if he does not constitute a danger for other users;
- c) The green light means: authorization to pass the signal.

2. The red, the fixed yellow and the green lights may be replaced respectively by one or more red, yellow or green coloured arrows.

These arrows bear the same meaning as the lights but the prohibition or authorization they indicate is limited to directions designated by the respective arrows.

3. When one or more additional lights in the form of one or more green arrows are lit jointly with the red or the yellow light, the arrows mean: authorization to continue the move only in the direction indicated by the arrow, on condition of giving way to drivers regularly moving from other directions and to pedestrians.

4. When a light shows the lit figure of a pedestrian or bicycle, it only concerns pedestrians or two wheeled cycles and mobyettes' drivers.

5. The bi-coloured system traffic lights with red and green lights have the same meaning as the three-coloured system corresponding lights.

When jointly used they have the same meaning as the three-coloured system with yellow light lit.

The bi-coloured system traffic lights are particularly intended for pedestrians; in that case the red and green lights respectively mean prohibition and authorization to use the public highway, for example, the end of the authorization may be indicated by a flashing green light.

6. When traffic lights intended for vehicles do not work properly, the right hand priority rule is applied unless road signals give priority to one particular way.

7. When traffic lights intended for vehicles are stuck, the red light being indefinitely kept on another way, drivers using a way where the traffic light remains red can overrun it on condition that they show great caution and make sure, by particularly observing the provisions of Articles 15 and 26 , that they constitute neither a danger nor a nuisance for other users of the public highway.

Article 105:

1. The red light is placed above the green light. When a traffic light signal is equipped with a yellow light, the latter is placed between the red light and the green light.

The additional lights constituted by a green coloured arrow are placed under or besides the green light.

2. The lights function according to the following sequence:

a) In the three coloured systems:

1. The yellow light appears after the green light;
2. The red light appears after the yellow light;
3. The greenlight appears after the red light.

b) In the bi -coloured system:

The red light and the green light disappear alternatively after having been lit jointly.

3. The lighting surface of the lights has the form of a 0.18 m to 0.21 m diameter, the maximal diameter being 0.05 m only for additional lights intended to pedestrians and placed at a maximal height of 1.50m.

Article 106:

1. Traffic lights are placed on the right side of the public highway facing the direction of the vehicles concerned.

They may be duplicated on the left side of the public highway or above it or elsewhere as traffic may impose.

2. The bi-coloured system traffic lights may be placed above the traffic lanes of a public highway; they then have the following meaning:

- a) the Saint Andrew cross red light, means traffic prohibited on that lane for drivers facing it;
- b) the down oriented arrow green light means traffic authorized on the lane concerned for drivers facing it.

3. In places where there are traffic lights, vehicles may move in parallel lines even when this is not justified by traffic density.

SECTION II: Flashing traffic lights.

Article 107:

1. A dangerous spot may be indicated by a yellow intermittent light to mean authorization to pass the signal very cautiously.

That light has to be visible day and night; it absolutely does not modify the priority rules.

2. When the flashing yellow light is used at crossroads of equal sizes, it is placed on both of them or in the middle of the crossroads so that it be seen by every driver who comes to the junction. 3. When the flashing yellow light is fixed on the same stand as traffic lights or nearby, it can be lit jointly with them. SECTION III: Reflectors

Article 108:

1. Posts placed at the limits of traffic islands and situated on the roadway, as well as posts and other devices used for traffic channelling, are painted in a reflecting yellow colour.
2. The reflecting lights or devices used to indicate the borders of the public highway must be placed so as to allow users on the border corresponding to the traffic direction only to see, on their right side, the red or orange ones and, on their left, the white ones.

CHAPTER IV: MARKS ON THE ROAD

Article 109:

Marks on the road are marks drawn on the roadway, or on borders of pavement or built shoulders and intended either for traffic coordination, or for preventing or guiding road users.

They may be used alone, or in combination with other means of signalling. They are shown in Annex 6 of this Decree.

SECTION I: Longitudinal Marks

Article 110:

1. Longitudinal marks are constituted by lines parallel to the roadway axis. They may consist of:

- a) a continuous line;
- b) a broken line;
- c) a continuous line and broken line juxtaposed.

2. A continuous white line means that it is prohibited to every driver to cross it. In addition , it is prohibited to circulate along the left side of a continuous white line when it separates the two directions of traffic .

3. A broken white line means that it is prohibited to every driver to cross it, except on overtaking, for turning left, for effecting a Uturn or for shifting lines of circulation. When strokes of the broken line become shorter and closer one to the other, they indicate the proximity of a continued line.

4. When a continuous white line and a broken white one are juxtaposed, the driver must take into consideration the nearest line.

The driver who has crossed a broken line and a continuous one juxtaposed in order to effect an overtaking may anyway cross them again to resume his normal place on the highway.

5. On a roadway provided with a traffic lane delineated by large discontinuous white strokes, slow vehicles and transport service cars have to use the said lane, they may anyway use the lane immediately on the left in order to effect an overtaking and on condition that they resume their normal place on the roadway immediately after the overtaking manoeuvre.

6. The section of the public highway delineated by two broken and parallel white lines, and not wide enough for automobile vehicles traffic constitutes a cycle lane.

7. A continuous white line may be drawn on the actual border of the roadway, pavement or raised shoulder to render them more visible.

8. A broken yellow line drawn on the actual border of the roadway, pavement or raised shoulder means that parking is prohibited on the roadway alongside that line.

9. A wide and continuous white line may be drawn on the roadway to indicate its fictitious border.

This section of the roadway situated beyond that line is reserved for stopping and parking, except on highways and roads for automobiles.

The beginning and end of that parking area may be indicated by a cross continuous white line. The space that vehicles must occupy can be delimited by white transversal lines.

10. Except when they are otherwise qualified, longitudinal white lines must be 0.10 m to 0.15 m wide , wider lines must be 0.40 m to 0.60 m wide.

The length and spacing between the strokes of a broken line will measure respectively 1 to 5 and 3 to 15 m.

11. Longitudinal white lines may be replaced by studs, in conformity with the following prescriptions:

a) a continued white line is constituted by white or metallic coloured studs placed at short and regular distance one from the other;

b) a discontinued white line is constituted by white and metallic coloured studs placed at short and regular distance one from the other, the different groups being themselves separated one from the other by a slightly

longer distance.

12. Provisional marks constituted by orange coloured studs may replace continuous and broken longitudinal white lines following the distinctions specified in paragraph 11 of this Article.

Provisional marks cancel out the effect of white longitudinal marks drawn on the same spot.

SECTION II : Cross marks

Article 111:

1. A continuous white and wide line drawn perpendicularly to the border of the roadway indicates the spot where the drivers must stop to obey signal n° B,2 or B,2b (stop) or a traffic light.
2. A line constituted by white isosceles triangles the apex of which are directed towards the drivers concerned and drawn perpendicularly to the border of the roadway indicates the spot where drivers must, if necessary, stop in order to give way in accordance with signal n° B, 1 (triangle one apex of which is downwards).
3. Pedestrians' crossings are delimited by white lines parallel to the roadway.
4. Lanes to be used by two wheeled bicycles and mobylettes for crossing the roadway are delimited by two discontinued lines constituted by white squares or parallelograms.
5. Transversal white lines must be 0.20 to 0.60 metre wide.

The sizes of the white squares must be 0.40 m to 0.60 m long.

The base of white triangles and parallelogrammes must be 0.40 m to 0.60 m wide and 0.50 m to 0.70 m high.

SECTION III:

Other marks Article 112:

1. White selection arrows may be drawn on approach of a junction. These marks indicate the traffic lane that drivers must follow to turn into the way shown by respective arrows. In addition, at a junction, drivers must follow one of the directions indicated on the traffic lane on which they are.
2. The broken line which announces the approach of a continuous line may be completed by white fall back arrows. These marks announce the reduction of the number of traffic lanes which may be used in the direction followed.
3. Inscriptions in white colour on the roadway may be completed by indications given by traffic signals.
4. The various directions may be shown on the respective traffic lanes.
5. At common transport vehicles stopping places the areas where it is forbidden to park in application of Article 33, 3g, may be indicated by inscriptions in white.
6. The arrows and letters of the inscriptions must at least go to 2.50 m long, except in places where approach speeds do not exceed 50 kms per hour and the width of their strokes must be 0.10 to 0.30 metre.
7. Spaces where vehicles traffic is prohibited or where vehicles are obliged to follow a determined direction may be materialised on the ground by white oblique lines, of 0.10 to 0.15 m wide and distant between 0.20 to 0.30 m.

CHAPTET V: SIGNALLING OF WORK SITES AND OBSTACLES

Article 113:

1. Signalling work sites on the public highway is the responsibility of the person conducting the works. Whenever it is necessary to use signals relating to priority, prohibition, obligation, stopping, parking or provisional longitudinal marks indicating circulation lanes, these signals are placed only after being authorized by the Prefect or his delegate.

This authorization determines in each case the signals to be used.

Road signals must be removed by the person responsible for the works as soon as they are finished.

2. Signalling of obstacles is the responsibility of: - either the authority in charge of the management of the public highway when it is an obstacle which is not due to the action of a third party; - or the person who has created the obstacle.

In the event of failure on behalf of the person who has created the obstacle, the obligation is shouldered by the authority responsible for the management of the public highway; the fee may be charged to the person who created the obstacle.

Article 114:

1. Where works or obstacles cover a small area, they must be signalled:

a) between daybreak and nightfall, by means of light delimiting them and the luminous intensity of which is sufficient enough to render them visible from 150 m at least by clear weather. The traffic lights are red on sides transversally disposed to the axis of the public highway and white or yellow on the sides along which users move.

b) between daybreak and nightfall, by means of small flags of size 50 cm minimum.

In addition as concerns works, a roadsign n° A,15 (works in progress on the public highway) of size 0.40 m or less, is placed at each works' end so as to face the users.

2. a) When the execution of works completely or partially impedes the circulation on the public highway, the site is signalled as follows:

- at distance, by roadsign n°A,15 (works in progress on the public highway);
- at the site, by a barrier placed at the two ends.

When for one reason or another the roadway or part of it which is closed to traffic can not be completely obstructed by the barrier, small red flags are placed in the construction of the barrier during the day so as to signal efficiently all the width inaccessible to users.

b) When the site occupies, in the roadway such a width that drivers are obliged so as to continue their way, to leave their normal place, a signal n° D,2 (compulsory direction) the arrow of which is inclined to about 45° towards the ground, is placed at the edge of the site, near the circulation side.

When that space does not allow the passing of two vehicles, parking spots are to be provided at regular intervals, so that drivers may park there.

These spots are indicated by means of signal n°D,1.c (siding). They are near each other enough for each of the sections of the roadway to be visible as a whole for a driver reaching one of them.

The traffic is regulated on each of the said turn into a narrow way when a vehicle comes from the opposite direction) and n° B,6 (passage priority for vehicles from the opposite direction).

c) When traffic is authorized only in one way on the section of the roadway which remained free, the barrier placed at the end of the site from which traffic is prohibited must be completed in its middle by a n°C,1(no entry for any driver) signal.

d) When traffic is prohibited in both ways of the roadway occupied by the site, the barrier placed at each end of it will be provided in its middle, either with n° C,2a signal (no entry from both ways for any driver) or with n° C,2b signal (no entry from both ways for any driver, local traffic except).

e) Where traffic deviation is required, it is signalled, at the beginning and all the way long, by means of an indicator signal shown under n° E,5a or E,5c of Annex 4 of this Decree.

Where the beginning of the deviation does not coincide with the beginning of the site, one n° C,2b signal will be placed near n° E,5a or E,5c signal.

f) Between nightfall and daybreak, the barrier and the signals are lit and red traffic lights are placed across the sector of the public highway prohibited to circulation and at a maximal distance of one metre from each other. All along the side where users move, the site is shown by means of white or yellowish traffic lights placed at a minimal distance of 30 metres from each other.

3. The barrier is constituted either by a rope 0.10 to 0.20 metre wide, placed at a height of 0.80 to 1.10 m above the ground, or by spiders 0.05 to 0.10 metre wide.

The rope and spiders are divided into lengths of about 0.50 m, alternately red and white and provided with reflecting devices or products.

4. Signals used for the signalling of sites must have the following dimensions:

a) danger signal: 0.90 metre by side. But, when fixing conditions so impose, that dimension can be reduced to 0.70 metre;

b) prohibition and obligation road signs: 0.70 metre in diameter.

These signals must be made visible between nightfall and daybreak, by means of either public lighting, or reflecting products; when weather is clear, the visibility distance must be at least 100 metres.

CHAPTER VI: MISCELLANEOUS PROVISIONS

Article 115:

Road signals referred to in Articles 92 to 103 must as far as concerns shape, colours, symbols and inscriptions, conform to models shown in Annexes 1 to 4 of this Decree.

Article 116:

1. On roads designated by the Minister having Public Works in his remit, the danger signals and indication signals must be made visible, between nightfall and daybreak, by means either of special lighting or reflecting products, and when the weather is clear visibility distance must be of 100 metres at least.
2. On these roads, prohibition and obligation signals must be made visible in the same conditions when users are expected to abide by them day and night.
3. Signals B,7a and B,7b must always be lit or reflecting so as to be visible, when the weather is clear, at a distance of at least 100 meters.

Article 117:

It is prohibited to attach to a traffic signal any mention at variance with its purpose.

However, danger signals, signal n°B,1 (crossroad where the driver must give way to those circulating on the way he is ready to turn in) except and indication signals may bear the name of the

donor or of the company that has been authorized to fix the signals, on condition that these names do not occupy more than the sixth of the total surface of the signal.

Article 118:

1. It is prohibited to erect on the public way panels, signs or other devices which dazzle drivers, which cause them to make errors, which represent or imitate, even partially, traffic signals, which at distance may be considered as signals or constitute in any other way a nuisance to the efficacy of regulation signals. 3. It is prohibited to give a red or green luminosity to any panel, sign or device set-up within a radius of 75 metres , from a luminous road signal at less than 7 metres above the ground.

Article 119:

Borders of the public highway or of the roadway must be signalled by reflectors. These devices must be so set-up as to let users see on their right the red or orange reflectors only and on their left the white ones only.

Article 120:

1. Cases especially referred to by this Decree except, the signalling provided for by this Decree can be set-up on the public highway only by authorities so entitled.

When main roads are obstructed, police and gendarmerie services may, in case of emergency, erect signals meant to deviate or to temporarily channel traffic; in these circumstances, these signals must be taken away as soon as traffic comes back to normal.

Signals used will be in conformity with one of models n° A,30 and A,31 shown in Annex n°1 of this Decree.

2. It is prohibited to use signals relating to road traffic for other ends than those provided for by these rules and regulations.

3. Only signalling defined by this Decree may be used in order to give users indications related to it.

PART FIVE: VEHICLE IDENTIFICATION

CHAPTER ONE: VEHICLE REGISTRATION

Article 121:

1. Hereby set up are five “registrations categories” of motor vehicles, trailers and semi-trailers, except light trailers :

a) the private vehicles category;

- b) the diplomatic missions' vehicles and vehicles of organizations which are beneficiary of a diplomatic immunity in tax and customs matters as well as those of their members;
- c) the category of vehicles of the Central Administration, of the Decentralized Public Services, and of State projects;
- d) the category of vehicles of the Armed Forces
- e) and of the National Police; and
- f) The category of vehicles on a temporary import regime.

2. Keeping the registry of private vehicles, of vehicles with temporary registration and that of diplomatic missions and of organisations beneficiary of immunity regime is ensured by the Tax Department. 3. Keeping each of the other registries is ensured by one or several authorities especially appointed by the President of the Republic.

Article 122:

1. Vehicles referred to in Article 121 cannot move on the public way unless they have been first registered on the request of and in the name of the person who uses them for his own purpose or who exploits them either for being their owner, or for having them at his permanent or habitual disposal by hire purchase or other convention.

2. However not to be registered in Rwanda are :

- a) vehicles which are imported therein temporarily by persons who are not habitual residents and which are provided with a registration number issued by Authorities of a country which has adhered to the Vienna Convention of 8 November 1968 relating to Road Traffic, as well as with the identification sign referred to in the said Convention.
- b) within a period not exceeding twelve months vehicles imported in Rwanda by its resident persons or having to be resident therein habitually and provided with a registration number and with a distinctive sign meeting the mentioned conditions.

Article 123:

A) Request for registration of private vehicles or vehicles belonging to diplomatic missions or to organisations beneficiary of an immunity regime or members of these missions and organisations is addressed to the tax Department. It is accompanied with:

- 1. For a new vehicle: with a certificate of the manufacturer or of the distributor attesting that the vehicle has been supplied in a new state and mentioning:
 - a) the kind of vehicle;
 - b) the make or the name of the manufacturer;

- c) the type of vehicle;
- d) the number of the vehicle chassis;
- e) the number of the vehicle's engine;
- f) the engine capacity;
- g) the moving weight of the vehicle.
- h) the maximum authorized weight of the vehicle;
- i) the maximum number of passengers;
- j) the manufacturing year of the vehicle.

2. For a second hand vehicle:

- a) when the vehicle has already been registered in Rwanda, request is accompanied with a registration certificate issued on the occasion of the previous registration;
- b) when the vehicle has not yet been registered in Rwanda, request is accompanied with the list of the vehicle's characteristics as shown in para.1 of this Article.

3. According to each case, request is also accompanied with a copy of use state or of temporary import.

B. Vehicles of the Central Administration and of the Decentralized Public Services as well as vehicles of the Armed Forces are respectively registered by the Authorities who manage them and who inform the Tax Department on the characteristics of each vehicle and on the identification attributed to it.

CHAPTER II: REGISTRATION CERTIFICATE

Article 124:

1. The registration of a private vehicle or of a vehicle belonging to a diplomatic mission or to an organisation beneficiary of an immunity regime or to members of these missions and organisations is made by the issue of a registration certificate of yellow colour, according to the model shown in Annex II of this Decree.

2. Every fact requiring to change any mention relating to the owner of the certificate or to the identification of the vehicle must be notified within eight days at the Tax Department, either orally, or by a registered letter; the certificate, according to each case, must be given back to the said Department by hand or attached to the registered letter for change purposes.

In case of the vehicle's transfer the certificate initially issued is made valid but in the names of the new owner.

3. Every driver is bound to show, immediately, the vehicle's registration certificate on request by a qualified agent.

CHAPTER III: REGISTRATION NUMBER, DISTINCTIVE SIGN AND IDENTIFICATION MARKS

Article 125:

a) For private vehicles or those belonging to a diplomatic mission or to an organisation beneficiary of an immunity regime or to members of these missions or organisations:

1) It is given to every motor vehicle and to every trailer a registration number put on a metallic plate meeting the characteristics mentioned in Article 126;

2) Each vehicle is admitted in traffic on the public way only if it bears the registration number it has been given;

3) In case of definitive out of use or definitive export of a vehicle, the registration plates must, within a two-month period, be removed and sent back to the Tax Department services, accompanied by the registration certificate and a statement mentioning the reason of their handing over. Where, within the mentioned period, the owner of the registration number acquires another vehicle, he may ask the Tax Department permission to put on his new car the number plates in his possession; to his request will be attached the registration certificate in order to update the correction.

b) For official vehicles and those of the Armed Forces:

- 1) Registration numbers of these vehicles are put in metallic plates made by the Authorities who manage these vehicles.
- 2) Every change brought to the registration plate as well as the definitive cessation of the use of a vehicle must be reported to the Department which has issued the plate.

Article 126:

A. Registration marks of a vehicle consist in metallic plates meeting the following requirements 1.
For Central Administration and Public Institutions' vehicles

a) Motor vehicle:

In front:

Letters GR followed by 3 digits from 001 to 999 and by one letter from A to Z indicating the department concerned.

Behind

3 digits from 001 to 999 followed by one letter from A to Z, showing the user department the whole being above letters GR indicating Government of Rwanda.

b) Project vehicles:

In front:

Letters GP followed by 3 digits from 001 to 999 and by one letter from A to Z indicating the supervising department.

Behind

3 digits from 001 to 999 followed by one letter from A to Z, the whole being above the letters GP indicating a Government Project.

c) Motorbikes and Motor multicycles belonging to Government:

Letters GR above 3 digits from 001 to 999 followed by one letter from A to Z indicating the department concerned.

d) Motorbikes and Motor multicycles belonging to Projects

Letters GP above 3 digits from 001 to 999 followed by one letter from A to Z indicating the supervising department.

2. Private vehicles:

a) Motor vehicles:

In front:

Letter R indicating Rwanda followed by: 2 letters from AA to ZZ indicating the small size; 3 digits from 001 to 999 ; and one letter from A to Z indicating the big size.

Behind

3 digits from 001 to 999 followed by one letter from A to Z indicating the big size , the whole being above the letter R indicating Rwanda followed by two letters from AA to ZZ indicating the small size.

b) Motorbikes and Motor multicycles:

Letters R followed by 2 letters from AA to ZZ indicating the small size, the whole being above 3 digits from 001 to 999 and one letter from A to Z indicating the big size.

c) Trailers and semi-trailers:

Letters RL the whole being above 4 digits from 0001 to 9999. 3. Vehicles under merchant regime:

In front:

Letters M (merchant), R (Rwanda) followed by one letter from A to Z indicating the size followed by 3 digits from 001 to 999.

Behind

3 digits from 001 to 999 the whole being above letters MR followed by one letter from A to Z indicating the size.

4. Vehicles for diplomatic missions , international and regional organizations accredited to Rwanda as well as beneficiaries of the regulation relating to diplomatic immunities, in taxation and customs matters other than career consuls and chancery agents:

a) Motor vehicles:

In front

Letters CD following a number indicating the order of settlement in Rwanda and followed by two digits from 01 to 99 indicating the sequence and letter R indicating Rwanda.

Behind

2 digits indicating the sequence from 01 to 99 followed by letter R the whole being above letters CD following the number indicating the order of settlement in Rwanda.

b) Motorbikes and Motor multicycles

Letters CD following the number indicating the order of settlement in Rwanda the whole being above 2 digits indicating the sequence from 01 to 99 followed by the letter R indicating Rwanda.

5. Vehicles for consulates' use:

a) Motor vehicle:

In front:

Letters CC following the number indicating the order of settlement in Rwanda and followed by 2 digits from 01 to 99 indicating the sequence and the letter R indicating Rwanda.

Behind

2 digits from 01 to 99 indicating the sequence followed by letter R indicating Rwanda, the whole being above letters CC preceded by the number indicating the order of settlement in Rwanda.

b) Motorbikes and motor multicycles Letters CC following the number indicating the order of settlement in Rwanda, the whole being above 2 digits from 01 to 99 indicating the sequence followed by the letter R indicating Rwanda. 6. Vehicles under temporary import regimes:

a) Motor vehicles

In front

Letters IT followed by 4 digits from 0001 to 9999 and letters R indicating Rwanda

Behind

Letters IT the whole being above 4 digits from 0001 to 9999 followed by letter R indicating Rwanda.

b) Motorbikes and motor multicycles:

Letters IT the whole being above 4 digits from 0001 to 9999 and followed by letter R indicating Rwanda.

7. Vehicles for United Nations' Organisation

In front

Letters UN following the number indicating the order of settlement in Rwanda followed by 2 digits from 01 to 99 indicating the size, and the letter R indicating Rwanda.

Behind

2 digits from 01 to 99 followed by letter R indicating Rwanda the whole being above letters UN following by the number indicating the order of settlement in Rwanda.

b) Motorbikes and Motor multicycles

Letters UN following the number indicating the order of settlement in Rwanda , the whole being above 2 digits from 01 to 99 indicating the size, followed by letter R indicating Rwanda.

8. Registration plates bearing persons' or companies' own names

The individual name of the person or of the company following the letter R indicating Rwanda.

B. Colours

Letters and digits are of black colour on white background for the front plates, and of black colour on yellow background for the rear plates for all private vehicles; and of black colour on yellow background for motorbikes and motor multicycles.

They are of white colour on red background for vehicles under merchant regime.

They are of white colour on red background for Administration and Public Institutions' vehicles.

They are of dark green colour on white background for vehicles of diplomatic missions, international and regional organizations accredited to Rwanda, consulates as well as for those assigned to beneficiaries of the regulation relating to diplomatic immunities in taxation and customs matters and assimilated regimes except for vehicles under the UN organisation's regime.

They are of black colour on yellow background for motor vehicles, motorbikes and motor multicycles under temporary import regime. They are of white colour on red background for motor vehicles, motorbikes and motor multicycles for the use of the projects operating in Rwanda.

They are of white colour on blue background for motor vehicles, motorbikes and motor multicycles under UN regime.

They are of blue colour on white background for vehicles registered in individual persons' or companies' names.

C. Sizes

a) Motor vehicles

b) Sizes for digits, figures and letters are as follows:

- Characters' width : 55 mm
- Characters' height : 80 mm
- Marks' thickness:15 mm
- Minimal interval between characters:12 mm
- Minimal interval between digits and letters:53 mm
- The front registration plate should be of minimum length 520 mm and width 110 mm while the rear one should be of minimum length 310 mm and width 170 mm.

- The mark forming a character must be neat; the background should spread out in all directions leaving a width of 15 mm between marks and the borders of the plates.

b) Motorbikes and Motor multicycles

The plate must be at least 200 mm long and 150mm wide.

- Thickness of marks : 10 mm
- Width of characters:35 mm
- Height of characters:50 mm
- Minimal interval between characters:10 mm

Article 127:

Marks, colours and sizes for plates of vehicles in use by the National Army and the National Police are to be determined by the Ministry of National Defence.

Article 128:

Marks, colours and sizes for plates of vehicles in use by high ranking personalities are to be determined by the Minister having Transports in his ambit.

REMARKS

The Thousand Hills' logo is to be shown on the front plate half way between letters and digits, whereas on the rear plate and also for motorbikes, it is to be shown in the upper right corner.

CHAPTER IV: RENEWAL OF PLATES AND REGISTRATION CERTIFICATES

Article 129:

1. Every unintentional deprivation of a registration plate or of the registration certificate must be reported immediately to the Department which issued them.

2. The concerned person can get new registration plates or copy of the certificate he is deprived of.

As soon as the new plates are received, the applicant must send to the concerned Department a copy of the former registration he may still hold.

3. Where, after renewal, a plate or a registration certificate the owner of which has been deprived of comes back in his possession, he must send them immediately to the Department which issued them.

4. A copy of the registration certificate which was damaged may be issued by the Department which issued the original.

In this case, the applicant must send the damaged copy (ies) of the plates which had been given to him previously, as soon as he receives the new plates.

5. Every person who recovers a lost plate or registration certificate, must give it back immediately to the Department which issued them.

In this case, the applicant is bound to send back the copie(s) of the plates which were granted to him previously, as soon as he receives new plates.

6. Every person possessing a plate or a registration certificate which were lost is bound to give them back immediately to the Department which granted them to him.

CHAPTER V: PLACING AND LEGIBILITY OF REGISTRATION PLATES AND OF DISTINCTIVE SIGN

Article 130:

1. A registration mark must be fixed fast on the back and in the middle of the vehicle so as to permit a perfect legibility.

Moreover, the registration mark must be located in a plane almost vertical and perpendicular to the symmetry plane of the vehicle, the upper border set at two metres maximum above the ground and parallel to it.

However, for motor vehicles, trailers and semi-trailers, the registration plate may be placed on the left side of the vehicle's backside.

2. A registration plate must also be fixed on the front of every motor vehicle and set, in relation to the front of the vehicle, in the same conditions as those which are provided for the registration mark at the back.

3. When a distinctive sign is put on a special plate, this must be fixed in a position perceptibly vertical and perpendicular to the longitudinal plane of the vehicle symmetry.

- When the distinctive sign is put on the vehicle itself, it must be on a vertical surface or perceptibly vertical line of the back face of the vehicle.

4. The registration plates and the distinctive sign must every time be perfectly legible and clear.

5. It is forbidden to put near the registration plates and the distinctive sign indications (letters, figures or any other signs) , which by tint, their sizes or position, could create confusion with indications of the mentioned signs and plates.

CHAPTER VI: INDICATION ON SOME VEHICLES OF NAMES, RESIDENCE AND THE RECORDING NUMBER IN THE TRADE REGISTER AND INDICATION OF THE MAXIMUM AUTHORIZED NUMBER OF PASSENGERS.

Article 131:

1. The name, first name and residence of the owner must be reproduced in an apparent way at the front and left side of the following vehicles:

- a) Motor vehicles the carrying capacity of which exceeds 1000 kilos and which do not serve exclusively to people's transport;
- b) yoked vehicles;
- c) man propelled vehicles;
- d) cycles not subject to tax.

2. Every vehicle for an exclusively commercial use must bear, in addition to inscriptions provided for in paragraph 1 of this Article, and in an apparent way, the mention of the place and of the registration number of its owner in the trade register, as prescribed by Article 19 of the Law of 23 January 1971 relating to the trade register.

3. Every vehicle imported for paid transport of people must bear, in an apparent way, both on the driver's door and on door permitting entrance to the vehicle of passengers, mention of the maximum number of passengers who can be transported and this number should not exceed the one indicated by the manufacturer.

Letters and figures constituting the aforesaid mention must have a height of 4 centimetres and their stroke a minimum width of 5 millimetres.

CHAPTER VII: TRAFFIC OF VEHICLES REGISTERED OUTSIDE RWANDA

Article 132:

1. Where a vehicle is imported in transit, it is allowed to move under the cover of the registration plates and the distinctive signs of the country of origin, as far as it is covered by an international road certificate or a document representing it. The owner of the vehicle must present this certificate on request by any qualified agent.

a) Where the vehicle owner has a registration certificate conforming to Article 35 of the Vienna Convention on road traffic, he must, after his arrival in Rwanda present this document to the competent authority and have the vehicle registration plates recorded.

b) Where the certificate provided for in paragraph 1, a) of this Article cannot be produced, the owner of the vehicle must, as soon as he arrives in Rwanda, and at the latest within eight days, make recorded the registration plates and the characteristics of the vehicle he receives, in exchange for royalty payment as determined by the Minister entrusted with Finance, a copy of the registration deed for a maximum six month period.

c) The registration certificate or the copy of the registration deed must be shown on request by a qualified agent.

2. Permission to move in transit in condition provided for in paragraph 1 above is valid only for the duration of the validity of the certificates covering the vehicle.

3. Vehicles imported under the transit regime, which the owner would not want to reexport, for any reason, may at any time be declared to be put in use and so be registered in Rwanda.

They may also be given free of charge or sold only after they have been subject to these formalities.

CHAPTER VIII: VEHICLES ON TEST

Article 133:

1. Is considered as being on test any vehicle put in traffic by the manufacturers; fitters, coachbuilders, sellers or repairers of vehicles:

- a) after assembling or repair, in order to check the good functioning of the vehicle;
- b) for show in order to sell;
- c) in order to release the vehicle to the purchaser.

2. Vehicles on test can be used on the public way when provided with identification marks made by the Ministry entrusted with transports.. Their plates must be placed in conditions provided for by Article 129, 1 and 2 of this Decree.

3. The user must keep a book in which he will write down the sequence of numbers of the test plates in use.

The number of the test plate will be mentioned in the diary book that the manufacturers and traders must keep according to Article 3 of the Ministerial Decree n° 11/071/Fin, of 20 December 1973 relating to personal tax, as well as on the extract of the diary book that the driver must produce on request by a qualified agent.

CHAPTER IX: CYCLES, MOPEDS AND MAN-PROPELLED VEHICLES.

Article 134:

1. Identification of cycles, mopeds and manpropelled vehicles is performed every year in fulfilling formalities relating to personal tax for vehicles. (The cycles and the vehicles exempt from this tax are not identified).
2. Cycles, mopeds and man-propelled vehicles must bear, in front on the left side, fixed on the fork or hub, the distinctive sign assigned for their identification.

CHAPTER X: TAXES

Article 135:

1. Receipt of registration plates and a registration certificate is subject to payment of taxes as determined by a Decree of the Minister entrusted with Finance.

2. Receipt of a registration certificate copy is subject to a prior payment of taxes as determined by a Decree of the Minister entrusted with Finance.
3. Receipt of a set of two number plates in application of the “ merchant” regime is subject to prior payment of taxes and to a delay as fixed by a Decree of the Minister entrusted with Finance.
4. Receipt of test plates is subject to prior payment of taxes as determined by a Decree of the Minister entrusted with Finance.

Immediately after receiving a new number plate, the old ones must be returned to the concerned departement

PART SIX: AUTOMOBILE TECHNICAL CONTROL DEPARTMENT

CHAPTER ONE: Automobile Technical Control Enterprises

Section I : Definition

Article 136:

Any enterprise designated by the Minister having Transports in his remit and the activities of which consist in technical control of vehicles. That enterprise must meet conditions as specified in this Decree.

Article 137:

The Minister having Transports in his remit issues a certificate of approval to the Control Enterprise designated after verification of all conditions as set in this Decree.

Section II: Conditions of approval.

Article 138:

Any automobile technical control enterprise must have at least one controller staffer whose qualification corresponds to the profile here after given:

- The controller must have acquired through specialised school training sound knowledge of automobile technology. - He must justify a five year practical experience in automobile repair as a mechanic.
- He must have the capacity for technical damages' analysis enabling him to assess consequences or to make a synthesis on many technical damages.
- He must be able to write clear technical observations.
- He must be able to head and supervise junior staff under his authority.
- He must have trained in technical control for about 3 months, 2 of which were in apprenticeship in an operating centre

2. Conditions relating to gadgets and equipment.

Article 139:

Every automobile technical control enterprise must have the following equipment:

A. Industrial vehicles' Controlling chain

Minimum measuring and testing gadgets:

A.1 Axle by axle weighing scale;

A.2 Rolling and braking test bench;

A.3 Spotlights orientation checking apparatus.

Optional measuring and testing gadgets:

A.4 Opacimeter

A.5 Deceleration recorder

Minimum Additional equipments:

A.6 Auxiliary jack (assembling pit)

A.7 Play detecting apparatus

B. Light vehicles' Controlling Chain Minimum measuring and testing gadgets:

B.1 Axle by axle weighing scale

B.2 Rolling and braking test bench

B.3 Spot lights orientation-checking apparatus

Optional measuring and testing gadgets

B.4 CO₂ gas analysis

B.5 Deceleration recorder.

B.6 Skidding plate for simplified parallelism control

Minimum additional equipments

B.7 Auxiliary jack (assembling pit)

B.8 Wheel deflection plate for interplay control

C. Various equipments for both chains

C.1 Air compressor and tyre checking manometer

C.2 Trolley jack

C.3 Portable lamps

C.4 Various tool kits necessary for the maintenance of the Centre.

D. Tool Kits

D.1 One kit of folk spanners (4 x 5 to 32 x 33)

D.2 One kit of box spanners (8-9-10-12-14-16-17- 19-21-23-26)

D.3 One kit of wide angled male spanners (5/64-3/32-1/8-5/32-3/16-7/32-1/4-5/16)

D.4 One adjustable spanner

D.5 Universal pliers (1)

D.6 Bent cutting pliers (1)

D.7 One kit of bit screwdrivers

D.8 One kit of cross blade screwdriver

D.9 Two riveting hammers

D.10 One live base vice

D.11 One electrician chisel

D.12 One grease pump

D.13 One oilcan

D.14 One double metre

D.15 Two Spiders

D.16 One kit of plug spanners

D.17 One universal controller

CHAPTER II: CATEGORIES OF VEHICLES SUBJECT TO TECHNICAL CONTROL.

Article 140:

Technical control of vehicles as regulated by Chapter iii (controls 3 to 5) of Law n° 34/198 of September 17 , 1987 relating to traffic police and road traffic is applicable to the following categories:

- Self-propelling vehicles used for people's transport.
- Self-propelling vehicles used for transport of goods - Self-propelling leisure vehicles
- Self-propelling driving-school vehicles
- Other self-propelling vehicles

CHAPTER III: CONTROL ORGANISATION

Article 141:

Technical control is compulsory for all vehicles 2 years after having been put into circulation.. For every control made a certificate the model of which is specified in Annex n° 12 of this Decree is issued.

Article 142

The number of subsequent compulsory visits is as specified hereafter:

a) one visit every six months:

- for vehicles used for people's public transport;
- for vehicles used for the transport of goods the carrying capacity of which exceeds 3.5 tonnes;
- for driving school vehicles;

b) One visit per year for other vehicles.

Article 143:

Vehicles not satisfying the set technical criteria will not be issued a certificate allowing them to circulate on the public highway.

An additional visit will be necessary in order to certify that defects noticed have been corrected.

Article 144:

Vehicles' proprietors will pay fees relating to technical visits. Their amount will be fixed by an order signed by the Minister having trade in his remit on the recommendation of the Minister having Transports in his remit.

PART SEVEN: NATIONAL ROAD SECURITY COMMITTEE

CHAPTER I: COMPOSITION

Article 145:

A National Road Security Committee hereafter called Committee, in short NRSC, is composed as follows:

- The Director of Transports in the Ministry having Transports in its remit: Chairman,
- The Road Security Commander: ViceChairman;
- The Director of the Roads and Highways Department in the Ministry having Public Works in its remit;
- Chief of Road Security Division in the Ministry having Transports in its remit as Secretary

Article 146:

The Committee may call, for consultation, any person from the public or private sector, whose presence is found useful.

Article 147:

The Committee has in its remit those functions specified in Article 6 of Law N°34/1987 of September 1987 relating to Traffic Police and Road Traffic.

CHAPTER II: FUNCTIONING

Article 148:

The Committee meets every four months and after receipt of a notice to attend sent by the Chairman.

The Committee's decisions are taken by simple majority of votes; the Chairman's being predominant.

In case of absence or impediment, the ViceChairman replaces the Chairman.

Article 149:

The Committee meets and deliberates validly only when 2/3 of its members at least are present.

The Committee makes its internal rules for issues related to notices to attend meetings, to the agenda for meetings, to the organisation of sessions, to debates and to votes. These internal rules are subject to the approval of the Minister having Transports in his remit.

Article 150:

The Committee can set up prefectural and communal committees, which will ease its mission.

PART EIGHT: IMPOUNDING

Article 151:

Impounding, which may follow a material immobilization as provided for in Article 24 of Law n° 34/97 of September 1987 relating to Road Traffic Police, is the transfer of a vehicle to a place designated by the Administrative Authority to hold it there till the latter's decision at the expenses of the vehicle owner.

Article 152:

The impounding is ordered by a Public Prosecution officer who is territorially competent, either following immobilization of which the offence cessation was not established after forty-eight hours, or in cases provided for in Article 36 of Law n° 34/1987 of 17 September 1987 relating to Road Traffic Police.

In cases provided for in this Article, the reporting agent refers to the territorially competent Public Prosecution Officer. He can do it, if need be, after immobilization in conditions provided for in Article 31 of Law n° 34/1987 of 17 September 1987 relating to Road Traffic Police.

Article 153:

Are used as impounding places all official garages as appointed by the Minister entrusted with Transports. The Prefect or the Burgomaster may appoint other public places to be used as impounding places and ensure their guarding.

Article 154:

An impounding statement will be made in a report. Every such report must bear the following mentions: - The offence, which has motivated the impounding;

- The day and hour at which the vehicle was immobilized;
- The vehicle's identification (plate, make, engine and chassis number);
- Names of the driver and of the reporter as well as the number of the driving licence;
- The state of the vehicle at time of impounding and its accessories. The report is established in two copies of which one copy is given to the owner of the vehicle and the original to the qualified agent.

Article 155:

The amount of expenses shall be determined by a Decree of the Minister entrusted with justice on recommendation of the Authority entrusted with road traffic control.

PART NINE: TRANSITIONAL MEASURES, REPEAL AND IMPLEMENTATION

Article 156:

Roadsigns placed on the public way before the implementation date of this Decree which are not in conformity with signals shown in Annexes 1 to 5 of this Decree, remain worth six months after its implementation as far as they are in conformity with the roadsigns provided for by Annexes of Order N°. 660/206 of 11 September 1958.

Article 157:

Order n° 660/206 of 11 September 1958 is hereby repealed.

Article 158:

Law n° 34/1987 of 17 September 1987 relating to Road Traffic Police takes effect from the day of the coming into force of this decree

Article 159:

This Decree comes into force on the day of its publication in the Official Gazette of the republic of Rwanda

Kigali, on 02/09/2002

President of the Republic

General Paul KAGAME

(sé)

Prime Minister

Bernard MAKUZA

(sé)

Minister of Public Works, Transport and Communications.

Silas KANAMUGIRE

(sé)

Minister of Defence.

Colonel BEM Emmanuel HABYALIMANA

(sé)

Minister of Foreign Affairs and Regional Cooperation

André BUMAYA

(sé)

Minister of Local Government and Social affairs

Désiré NYANDWI

(sé)

Minister of Internal Affairs

Jean de Dieu NTIRUHUNGWA

(sé)

Minister of Finance and Economic Planning

Dr. Donald KABERUKA

(sé)

Seen and Sealed with the Seal of the Republic:

Minister of Justice and Institutional Relations

Jean de Dieu MUCYO

(sé)

ANNEXE 1

SIGNAUX DE DANGER ET
DE PRIORITE

A1, 1



A, 1a



A, 1b



A, 1c



A,
1d



A, 2



A, 3



A, 4^a



A,
4^b



A, 4^c



A, 5



A, 6



A,
7



A, 8



A, 9



A, 10



A,
11



A, 12



A, 13



A, 14



A,
15



A, 16



A, 17



A, 18



A,
19



A, 20



A, 21^a



A, 21^b



A, 21^c



A, 21^d



A, 21^e



A, 21^f



A, 21^g



A, 21^h



A, 22^a



A, 22^b



A,
22^c



A, 22^d



A, 22^e



A, 22^f



A,
23



A, 25

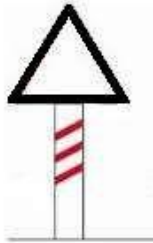


A, 26

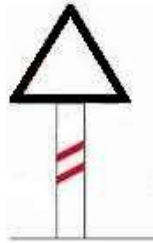
A, 24

A, 27

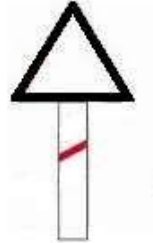
A1, 2



A, 28a



A, 28b



A, 28c



A,

29



A, 31 A, 30



A1, 3



B, 2



B, 3

B, 1 a



B, 4



B, 5



B, 2b

B, 6



B, 7_a































B, 7^b









ANNEXE 2

A2, 1, 2

SIGNAUX D'INTERDICTION

			
C, 1	C, 2 ^a	C, 2 ^b	C, 3 ^a
			
C, 3 ^b	C, 3 ^c	C, 3 ^d	C, 3 ^e
			
C, 3 ^f	C, 3 ^g	C, 3 ^h	C, 3 ⁱ
			
C, j	C, 4 ^a	C, 4 ^b	C, 5

			
C, 6	C, 7	C, 8	C, 9
			
C, 10	C, 11 ^a	C, 11 ^b	C, 12
			
C, 13 ^a	C, 13 ^b	C, 14	C, 15

			
C, 16	C, 17 ^a	C, 17 ^b	C, 17 ^c
			
C, 18	C, 19	C, 20 ^a	C, 20 ^b

ANNEXE 3 – SIGNAUX D'OBLIGATION

A3



D, 1^a



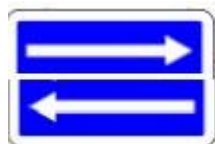
D,1^a



D,1^a



D,1^a



D,1^b



D,1^b



D,2



D,4



D,5



D,6



D,3

D,7



D,8



D,9

ANNEXE 4

A4, A

SIGNAUX D'INDICATION

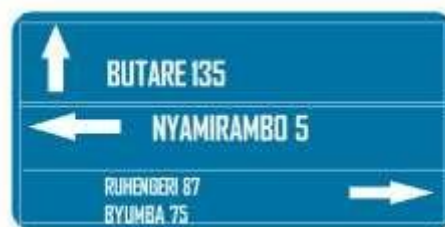
A – SIGNAUX DE PRESIGNALISATION



E, 1^a



b



E, 1

c

E, 1



a

E, 2



b



E, 3

E, 2



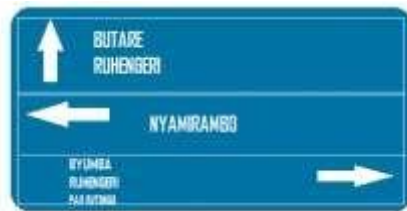
E, 4

B - SIGNAUX DE DIRECTION

A4, B, C, D



E, 5^a



E, 5^b

E,



5^c



E, 6



E, 7



E, 8

c – SIGNAUX DE LOCALISATION



E, 10



E, 9

D – SIGNAUX DIVERS



E, 11

E, 12



E, 13^b



E, 15



E, 13^a



E, 14

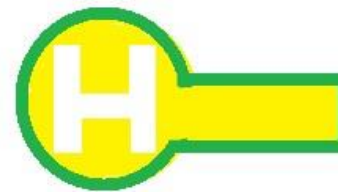


E, 17



E, 18

E, 16



E, 19

A4, D



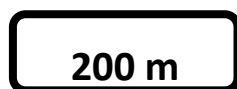
E, 20



E, 21

ANNEXE 5 A. PANNEAUX ADDITIONNELS

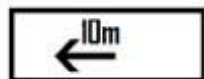
A5, A, B



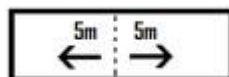
F, 1



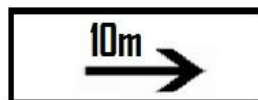
F, 2



F, 3^a



F, 3^b



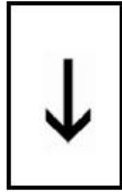
F, 3^c



F, 4^a



F, 4^b



F, 4^c

B. INSTALLATIONS POUVANT ETRE UTILES AUX USAGERS



F, 6



F, 5

F, 10



F, 7



F, 8



F, 9



F, 14

F, 18



F, 11



F, 12



F, 13

F, 15

F, 16

F, 17

ANNEXE 6 – MARQUES
ROUTIERS

Article 110, 2-

Article 110, 6-

**A6,
1**



Article 110 3- et, 1^{er}



Article 110, 7-



Article 110, 3- al 2-



Article 110, 8-



Article 110, 4



Article 110, 9,
et 1 et 2-



Article 110, 9 et 2 et 3- Article 110, 5-



Article 110, 11-

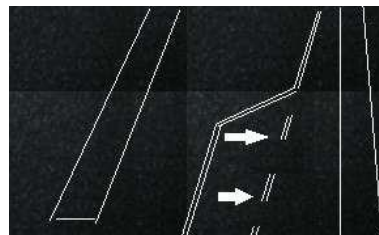
A6, 2

Article 111, 1-

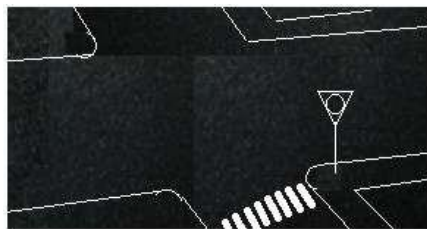
Article 111, 2-



Article 112, 3-



Article 111, 3-



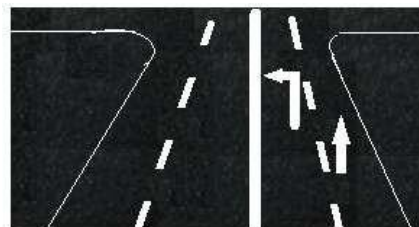
Article 111, 3-



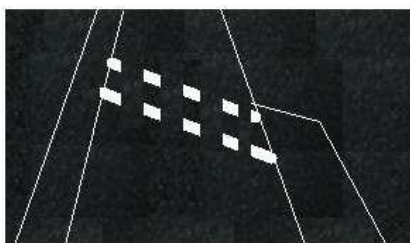
Article 112, 4-



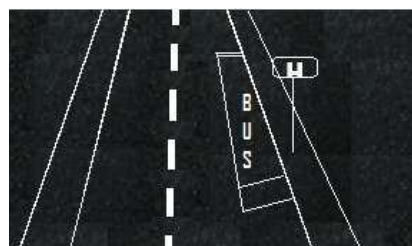
Article 111, 4-



Article 112, 5-



Article 112, 1-



Article 112, 7-



SEEN TO BE APPENDED TO PRESIDENTIAL DECREE No 85/01 OF 02/09/2003
APPENDICES TO PRESIDENTIAL DECREE No 85/01 OF 02/09/2003

APPENDICES 1-6 : ROAD SIGNS AND GROUND MARKS

APPENDIX 1: DANGER AND PRIORITY SIGNS (A.1a to B.7b)

Sign A.1a: Corner to the left (approaching a dangerous corner to the left).

Sign A.1b: corner to the right (approaching a dangerous corner to the right)

Sign A.1c: two corners or a succession of more than two corners starting with a bend to the left.

Sign A.1d: two corners or a succession of more than two corners starting with a bend to the right.

Sign A.2: Dangerous slope (the gradient's percentage may eventually be added to the symbol).

Sign A.3: steep climp (the gradient's percentage may eventually be added to the symbol).

Sign A.4a: Narrowing road

Sign A.4b: Narrowing road (as a result of an encroachment upon the left verge of the road).

Sign A.4c: Narrowing road (as a result of an encroachment upon the right verge of the road).

Sign A.5: Emerging into a quay or a river bank or approaching a ferry. Sign

A.6: Irregular surface (approaching potholes, a hump back or lane on a bad section of the road).

Sign A.7: Slippery road (approaching a section of the road which might be slippery).

Sign A.8: Flying gravel (approaching a section of the road where there might be flying gravel).

Sign A.9: Falling stones (approaching a section of the road where stones fall or might be on the road; the symbol could be inverted to show the side from which danger might come).

Sign A.10: Pedestrians (approaching a zebra crossing).

Sign A.11: Children (to show a pedestrian crossing frequently used by children such as an exit from a school or from a playing field).

Sign A.12: Cyclists (showing an area where cyclists are supposed to enter or cross the road).

Sign A.13: Cattle crossing (showing a section of the road where work is in progress).

Sign A.14: Wild animals (showing a section of the road where wild animals are likely to cross the road).

Sign A.15: Work in progress (showing a section of the road where work is in progress).

Sign A.16: Traffic lights (approaching a pedestrian crossing where traffic is regulated by traffic lights).

Sign A.17: Airfield: approaching an area where there might be low flying aircrafts taking off or landing).

Sign A.18: Lateral winds (approaching a section of the road where violent lateral winds frequently blow).

Sign A.19: Two way traffic (approaching a section of the road where traffic flows temporarily or permanently in both directions while it had been flowing in one direction in the previous section).

Sign A.20: Junction (priority defined by the general rules governing priority)

Sign A.21a: Junction with a road coming practically at a right angle from the left (priority is defined by the general rules governing priority).

Sign A.20b: Junction with a road coming practically at a right angle from the right (priority is defined by the general rules governing priority).

Sign A.21c: Junction with a road coming from the left at an acute angle, from the direction shown by the sign (priority is defined by the general rules governing priority).

Sign A.21d: Junction with a road coming from the direction shown by the sign (priority is defined by the general rules governing priority).

Sign A.21e: T junction-Junction with a road which extends both to the left and to the right, while the road on which the vehicle is moving does not go beyond the junction (priority is defined by the general rules governing priority).

Sign A.21f: Y junction-the road on which the vehicle is moving divides itself into two distinct roads (priority is defined by the general rules governing priority).

Sign A.21g and 21h: Succession of junctions (the symbol which is used shows the nature of intersections) (priority is defined by the general rules governing priority).

Sign A.22a to 22e: These signs are to be replaced by B.3

Sign A.24: Approaching a junction where it is necessary to stop (the smaller additional sign shown under sign B 1 shows where it necessary to stop for a short while).

Sign A.25: Roundabout (approaching a roundabout; vehicles must move as shown).

Sign A.26: Approaching a level crossing with barriers (approaching an intersection with railway with full or half barriers set up in an ins and outs arrangement).

Sign A.27: Approaching a level crossing without barriers (approaching an intersection with a railway with full or half barriers set up in an ins and outs arrangement).

Sign A.28a to 28c: Approaching a level crossing (rectangular signs respectively showing one, two and three oblique red bars on a white background placed under sign A.26 or A.27).

Sign A.29: Danger (approaching possible but underfined danger)

Sign A.30 and A.31: Danger (cones or cylinders marked with red and white bands, warning about a temporary danger, the objective being to redirect a divert traffic, especially in cases of accidents or works on the road).

Sign B.1: Yield (every driver must give way to vehicle moving on the road he/she is approaching).

Sign B.2a: Stop (every driver must stop briefly at the junction; drivers must also give way to vehicles moving on the road they are reaching).

Sign B.2b: Stop (same message as sign B.2a; B.2b signs shall be progressively replaced by B.2a signs).

Sign B.3: Right of way (showing users of a given road that where this road meets other roads at junctions, users of these other roads must give way to those using the road on which sign B.3 is placed).

Sign B.4: End of priority (showing users of a given road where this road's right of way ends).

Sign B.5: Right of way for vehicles moving in the opposite direction (it is forbidden for vehicles to enter a narrow road, where it is difficult or impossible for vehicles to pass one another, as long as this can not be done without forcing one or several vehicles moving in the opposite direction to stop).

Sign B.6: Right of way before vehicle coming in the opposite direction (showing the driver who is about to enter a narrow road that he has the right of way before vehicles moving in the opposite direction).

Sign B.7a and B.7b: Level crossing (sign showing a junction between the road and a railway).

Sign B.7b shows that the railway has at least two tracks).

APPENDIX 2: RESTRICTING SIGNS (C.1 to C.20b)

Sign C.1: No entry (no entry for all vehicles)

Sign C.2a: No vehicular traffic in both directions (no vehicles allowed).

Sign C.2b: No traffic apart from local vehicles: (the only vehicles are those from the area as well as those which are normally allowed to park in the section of the street stretching between the two C.2b signs).

Sign C.3 a to C.3j: No entry for some types of vehicles or road users (No entry for the type (s) of vehicles or road users drawn on the sign).

Sign C.3: No entry for all types of vehicles with an engine apart from mopeds and motorcycles without a side car.

Sign C.3b: No entry for bicycles;

Sign C.3c: No entry for motorcyclists;

Sign C.3d: No entry for mopeds;

Sign C.3e: No entry for vehicles carrying goods (an additional sign placed under the C.3 e sign can show the maximum weight of goods that can be transported on that section of the road);

Sign C.3f: No entry for vehicles with trailers apart from a semi-trailer or a single axle trailer;

Sign C.3g: No entry for pedestrians;

Sign C.3h: No entry for vehicles drawn by animals

Sign C.3i: No entries for hand drawn carts;

Sign C.3j: No entry for agricultural vehicles with an engine.

Sign C.4 a and C.4b: No entry for several types of vehicles and for road users drawn on a single sign (signs C.4a and C.4b are examples of such a signal).

Sign C.5: No entry for vehicles whose width is higher than the dimensions shown on the sign (in meters).

Sign C.6: No entry for vehicles whose height, load included, is higher than the dimensions shown on the sign (in meters).

Sign C.7: No entry for vehicles carrying a load which is heavier than the weight shown on the sign (in tonnes).

Sign C.8: No entry for vehicles whose axle load is higher than the weight shown on the sign (in tonne).

Sign C.9: No entry for vehicles or a set of vehicles whose length, load included, is higher than the dimensions shown on the sign (in meters).

Sign C.10: Vehicles must move at a minimum interval equal to the distance shown on the sign (in meters).

Sign C.11a and C.11b: No turning (in the direction shown by the arrow).

Sign C.12: No turning around.

Sign C.13a: No overtaking (no overtaking vehicle with an engine apart from those with two wheels without a side car)

Sign C.13b: No overtaking (same restriction as for sign C.13a, but it only applies to vehicles transporting goods with an authorized maximum weight of 3,5 tonnes an additional sign placed under sign C.13b can show, in tones another maximum weight which can not be exceeded).

Sign C.14: Seeped limit (km/hour) as shown on the sign; an additional sign; an additional sign placed above sign C.14, can show a given weight in tones, and limit the restriction to vehicles whose authorized maximum weight exceeds the weight shown in this way.

Sign C.15: No hooting or using other warning sounds (unless tha aim is to avoid an accident).

Sign C.16: Complusory stop before proceeding (either because there is a customs office nearby or due to any other reason shown on sign. C.16 replacing the the words DOUANE-CUSTOMS)

Sign C.17 a: End of all local restrictions imposed on moving vehicles (sign show the point at which restrictions imposed on moving vehicles which had been shown on a sign come to an end)

Sign C.17b: End of speed limit (shows point at which speed limit previously shown by sign C.14,for moving vehicles, ends);

Sign C.17c: End of no overtaking (shows point at which no overtaking, previously shown by sign C.13a, for moving vehicles, ends; sign C.17c which may have symbols similar to those used by sign C.13b, and show that the restriction shown by this ends

Sign C.18: No parking (shows point at which parking of vehicles is forbidden).

Sign C.19: No parking (shows point at which parking of vehicles is forbidden).

Sign C.20a and C.20b: Alternate parking (sign C.20a shows the point from which parking is forbidden on the side where the signal is placed during the first fifteen days of month and sign C.20b shows the point from which it is forbidden to park on the side where the signal is placed from the 16th to the last day of the month).

Comments on signs C.18 to C.20b

1° An additional sign F.3a (positioned in a parallel manner to the axis of the roadway of F.4a (positioned perpendicularly to the axis of the roadway) may be placed below signs C.18, C.19, C.20a, or C.20b which are positioned at the point where the restriction starts.

2o An additional sign F.3b (positioned in parallel manner to the axis of the roadway or F.4b (positioned perpendicularly to the axis of the axis of the roadway) may be placed below the aforementioned sign which will repeat the restriction

3o An additional sign F.3c (positioned in parallel manner to the axis of the roadway) or F.4c (positioned perpendicularly to the axis of the thoroughfare) may be placed below the aforementioned sign which will be located at the place where the restriction ends.

4o Distances that will eventually appear on signs F.3a; F.3b; F.3c will show the distances on which the restriction is applicable in the direction shown by the arrow

5o When a restriction shown by C.18; C.19; C.20a or C.20b comes to an end before the next end of a roadway, the spot where the restriction ends shall be the relevant roasign and the additional sign F.3c of F.4c.

APPENDIX 3: OBLIGATION SIGNS D.1a to D.9

Sign D.1a: Compulsory direction (shows obligation for any vehicle, to follow the direction indicated by the arrows);

Sign D.1b: Compulsory direction (same meaning as Sign D.1a, the sign with a double arrow being used to indicate that vehicles may move on both sides of an obstacle situated on the highway).

Sign D.1c: Side parking (shows in a narrow crossing, an extended part of a highway allowing to park a vehicle in order to leave free way to vehicles coming from opposite direction);

Sign D.2: Compulsory bypass (sign placed on traffic island or in front of an obstacle on the roadway and obliging all vehicles to pass on the side of the traffic island or of the obstacle indicated by the arrow)

Sign D.3: Junction with compulsory roundabout (shows an obligation, for all vehicles, to conform to rules that govern roundabout junctions)

Sign D.4: Compulsory cycle track (shows an obligation, for any bicycle or mopeds, to move on the cycle track at the entry of which the sign is placed, and no moving on that track for all other vehicles).

Sign D.5: Compulsory lane for pedestrians (shows an obligation, for pedestrians, to walk on other users, that it is forbidden to use that track).

Sign D.6: Compulsory track for (horse) riders (shows to riders that they are pedestrian, to walk on the track at the entry of which it is placed, and for other users, that it is forbidden to use that track).

Sign D.7: Compulsory track for cattle (shows to cattle derovers that they are obliged to move their cattle along that tack).

Sign D.8: Complusory maximum speed (shows that vehicles moving on the roadway at the entry of which it is placed are obliged to move at most at the speed indicated (in kilometers)).

Sign D.9: End of compulsory maximum speed (shows point at which the maximum speed previously imposed by sign D.8 ends).

APPENDIX 4 : SIGN POSTS (E.1 to E.21) A. PRE-SIGNALLING SIGNS (E.1a to E.4)

Signs E.1a to E.1c Direction pre-signalling (model of roadsigns which may be used to forewarn road users about the directions which they can take at the cross roads they are approaching).

Signs E.2a to E.2b No through road (model of pre-signalling signs of dead end).

Signs E.3: - Lane to be taken (model of a presignalling sign for the left in case it is forbidden to turn to the left the next junction).

Signs E.4: Place on roadway (model of pesignalling sign showing space to take on roadway depending on which direction to move in at a junction).

B. DIRECTING SIGNS (E.5a to E.8)

Signs E.5a and E.5b The way to town or village (model of a sign showing the way to a village).

Sign E.5c: Deviation (sign shows the direction to be followed when the itinerary followed by road users is modified especially when work in progress on the road).

Sign E.6: Airfield (sign showing the way to an airfield)

Sign E.7: Camping site (sign showing the way to a camping site).

Sign E.8: Youth hostel (sign showing the way to a Youth hostel). C. BUILT-UP AREA SIGN (E.9 and E.10)

Sign E.9: Shows proximity of a built-up area (model sign showing proximity of a built up area).

Sign E.10: End of a built- up area (model sign showing the end of a built-up area). D.
MISCELLANEOUS SIGNS (E.11 to E.21)

Sign E.11: Zebra crossing (shows to pedestrians and drivers where a zebra crossing begins).

Sign E.12: Hospital (shows that drivers take the precautions required in the proximity of medical centres; they should, especially avoid making noise with horns or exhaust pipes)

Sign E.13a: One-way (positioned in perpendicular to the axis of the roadway showing clearly that users are entering a one-way road).

Sign E.13b: one way ((positioned in parallel to the axis of the roadway, showing clearly that the road leading to the direction shown by the arrow is a one-way road).

Sign E.14: No through road (shows that road at the entrance of which it is placed leads to a dead end)

Sign E.15: Highway (shows the place from which special rules governing traffic on highways start)

Sign E.16: End of a highway (shows the spot from which special rules governing traffic on highways cease to be applicable).

Sign E.17: Road for motor cars (shows the place from which special traffic rules applicable to roads, other than highways, which are meant for motor cars but which do not lead to private property are to be observed).

Sign E.18: End of road for motor cars (shows the spot from which rules mentioned in E.17 cease to be applicable). Sign E.19: Bus stop (shows the place which is specially reserved as a parking place for Public transport vehicle).

Sign E.19 bis: Taxis stop (the place which is especially reserved as a parking place for Public transport vehicle).

Sign E.20: Parking (shows where vehicles are allowed to park).

Sign E.21: Special regulations (shows that special regulations are in force with regard to traffic within the premises of a port/bridge or an airport).

APPENDIX 5: ADDITIONAL SIGNS AND SIGNS SHOWING INSTALLATIONS WHICH MAY BE USEFUL TO ROADUSERS

A. ADDITIONAL SIGNS (F.1 to F.4c)

Model F.1: Shows the distance between the sign and the beginning of the dangerous passage or of the area within which the prescription shown is applicable.

Model F.2: Shows the length of the dangerous section or the area within which the prescription shown is applicable.

Model F.3a to F.3c: These are possible in a parallel manner to the axis of the road showing the areas where stopping or parking vehicles is forbidden or limited.

Model F.4a to F.4c: These are positioned perpendicularly to the road and they respectively have the same meaning as the signs of models F.3a to F.3c. Sign F.4a applies to part of the street which is across the sign while Sign F.4b applies to these parts of the road which are located on both sides of the street which as accros the applies to the side of the road which is located on the same side as the signal.

B. USEFUL INSTALLATION (F.5a to F.18)

Sign F.5: A sign showing an installation which is explicitly represented by a symbol drawn on the signs white backgraound. Models of the signs are shown from F.6 to F.18:

Sign F.6..... Rescure station

Sign F.7.....Breakdown service station

Sign F.8..... Telephone booth

Sign F.9..... petrol station

Sign F.10..... Hotel or motel

Sign F.11..... Restauration

Sign F.12..... Bar or cafeteria

Sign F.13..... Picnic site

Sign F.14.....	Hiking departure point
Sign F.15.....	Camping site
Sign F.16.....	Caravan site
Sign F.17.....	Camping and caravan site
Sign F.18.....	Younth hostel

APPENDIX 6: ROAD MARKS

Articles 110.2 : Continous white line

It is strictly forbidden for all vehicles to cross this line

Articles 110.3.1 : Broken white

It is forbidden to cross this line, unless the aim is to overtake another vehicle, to turn to be left , to make a U-turn

Articles 110.3.2 : Shorter and closer bits of a white broken line

Approaching a continous white line and it is absolutely forbidden to cross this line.

Articles 110.4: A continous white line and a broken white line drawn side by side

They show that the driver should only take into account the line close to his/her vehicle.

In the case shown in appendix 6, a vehicle which is moving on the lane on the right side can not cross the continuous line, while the vehicle which is moving on the left lane in the opposite direction can cross the broken lines to carry out a manoeuvre and cross the line a second time to go to the left side.

Articles 110.5 : Land bordered by wide discontinuous white strokes

It is compulsory for all public service vehicles, to use this lane.

Articles 110.6: Part of public highway bordered by two white parallel broken lines whose width is not wide enough for cars: cycle track.

Articles 110.7: White continuous line drawn on the real edge of the road, of the pavement or of an overhanging verge:

Shows the road's boundary and it is forbidden to cross this boundary with the view to drive on the verge or to stop or park on it.

Articles 110.8: Yellow broken line drawn on the real edge of the road, on the pavement or of an overhanging verge:

Shows that it is forbidden to park on the road along this line.

Articles 110.9.AI 2 and 2: Large, white continuous line showing the fictitious edge of the road:

Shows that the part of the road which is beyond this line is reserved for stopping and for parking.

Articles 110.9.AI 2 and 3: Large, white continuous transversal lines linking the white line mentioned in paragraph 2 of article 110.9:

Shows the beginning and the end of the stopping and parking demarcation of the places where vehicles can be parked.

Articles 110.12: Orange studs:

Temporary signs which annul the effect of the white longitudinal lines drawn at the same place.

Article 111.1: Large white continuous line which is perpendicular to the side of the road:

Shows a place where vehicles must stop in compliance with a B.2 (STOP) sign or with a traffic lights signal.

Article 111.2: White line forming an isosceles triangle whose apices are directed towards the drivers concerned drawn perpendicular to the edge of the road

A place where vehicles have to stop when necessary to give way in compliance with a B.1 sign (Give way).

Article 111.3: Large white strips which are parallel to the axis of the road: pedestrian's lane

Article 112.1: White arrows near a crossroad: Arrows showing the necessity to select the lane to be followed in order to be able to go to the direction shown by the arrow to arrows.

Article 112.2: White arrows completing a broken line showing that the vehicle is approaching a continuous line:

Shows where to cut in because the number of lanes which can be followed in that direction is reducing.

Article 112.3: White writing on the road They complete or remind drivers of the indications or instructions given through road signs.

Article 112.4: Directions written on the road:

Complete pre-selection allows.

Article 112.5: Inscription in white near an E.19 Sign:

Define the area where it is forbidden to park in compliance with article 33,3g relating traffic police regulations.

Article 112.7: Area which are demarcated by white parallel lines drawn diagonally to the road's axis:

The areas are out of bounds for vehicles, the lines also show that vehicles should follow a specific direction.

APPENDIX 7

DESCRIPTION OF COLOURING FILTERS TO BE USED IN ORDER TO OBTAIN THE INTENDED COLOUR OF LIGHTS AS DESCRIBED IN CHAPTER VII OF PART THREE OF TRAFFIC POLICE AND ROAD USE REGULATIONS

RED

Limit towards yellow $y=0,335$

Limit towards purple (1) $z=0,008$

WHITE:

Limit towards blue $x=0,310$

Limit towards yellow $y=0,500$

Limit towards green $y=0,150 + 0,640 x$

Limit towards green $y=0,440$

Limit towards purple $y=0,50 + 0,750 x$

Limit towards red $y=0,382$

YELLOW-AUTO (2)

Limit towards yellow (1) $y=0.429$

Limit towards red (1) $y=0.398$

Limit towards white (1) $y=0.007$

YELLOW-AUTO (2)

Limit towards yellow (1) $y=0.138 + 0.580 X$

Limit towards green (1) $y=1, 29 \times 0.100$

Limit towards white (1) $y=-X + 0.966$

Limit towards the spectral value (1) $y=-X+0.992$

In order to verify these filters's calorimetric characteristics, a light source with a colour temperature of 2 854o K (corresponding with illuminator A of the international lighting commission {C.I.E}) shall be used.

(1) In this case, the limits which have been chosen are very different from those which have been recommended by the CIE, because the voltage supplied to the traffic lights terminals vary to a very wide extent.

(2) This refers to the colour of car signals which are, up to this day, commonly called "ORANGE" or "YELLOW ORANGE". It corresponds with a well defined part of the "yellow" zone of the CIE triangle of colours.

(3) Only applies to dipped headlights and to headlights on full beam.

In the specific case of fog lights, colour selectivity will be satisfactory as long as the purity factor is at least equal to 0.820; the limit towards white, $y = -x + 0.966$ which would mean $y = -x + 0.940$ and $y = 0.440$.

APPENDIX 8: INDICATING MAXIMUM SPEED AND MAXIMUM WEIGHT

50 Km : Maximim Speed (art.29.4) .

Maximum Weight (art.68.2).

Tare : 2600 Kg

Load: 3000 Kg

APPENDIX 9

REFLECTIVE SIGNS (Art.76.1.d).

A.Shapes

Up

Down

B.Dimension of signs and strips

- Height of signs : 30 centimetres
- Width of signs: 60 centimetres
- Width of red strips: 10 centimetres
- Width of white strips: 7.5 centimetres

C. Fitting the signs

The signs must be fitted at the back of vehicles making sure that the following distances are respected:

- Minimum distance between their lower edge and ground level=60 centimetres;
 - Maximum distance between their outer edge and the side of the vehicles=120 centimetres;
 - Minimum distance between the upper edge and the side of the vehicle: 12.5 centimetres;
- If, as a result of a vehicles unusual structure, these instructions cannot be followed, the signs will have to be fitted in such a way that they are as close to the instructions as possible.

D. Properties of the materials used

The materials used in the manufacture of reflective signs must have the following characteristics:

1° To reflect light in such a way that it can be seen at night, when the atmosphere is limpid, by the driver of a vehicle which is 450 m behind and whose head lights on full beam are directed towards the signs. Therefore, in terms of reflective power, these materials will have the following minimum values in terms of magnesium oxide (Mgo):

Reflective power in comparison with Mgo:

Angle of divergence (1) Angle of incidence)

RED 10 0,50° 20°

5 0,5° 50°

WHITE 36 0,5° 20°

20 0,5° 50°

(1) The angle of divergence is the angle formed by the optical axis of a vehicle's driver and the axis of the head lamps, in relation to same object.

(2) To have an angle of diffusion which makes it possible for the signs to be still visible when they from an angle of 45o with the road's axis.

(3) In times of rains and when the signs are wet, they should have at least 90o of the reflective power described above.

(4) To withstand the effect of solvents.

ANNEXE 10

IDENTIFICATIO DU VEHICULES

<u>N°</u> <u>D'IMATRICULATION</u>	<u>GENRE</u>	<u>MARQUE</u>	<u>N° DU</u> <u>MOTEUR</u>	<u>N° DU</u> <u>CHASSIS</u>	<u>ANNEE</u>	<u>DATE</u>

IDENTIFICATION DU DETENTEUR

NOM:	<u>ADRESSE:</u>	
------	-----------------	--

MUTATIONS

1.

2.

3.

4.

REPUBLIQUE RWANDAISE

Certificat d'Immatriculation de véhicule

(Original)

N°

MINISTERIAL ORDER NO 068/02/10/FIN OF 06/12/2002 FOR THE
IMPLEMENTATION OF PRESIDENTIAL ORDER NO 85/01 OF 2/09/2002
PROVIDING GENERAL ROAD SECURITY AND ROAD TRAFFIC REGULATION

The Minister of Finance and Economic Planning

Given the fundamental Law of the Republic of Rwanda, especially Arusha Peace Protocol of Agreement in its part on Power sharing, especially in its article 16, 60 ,

Given the Law No 34/1987 of 17th/09/1987 relating general road security and road traffic; regulations;

Given the Presidential Decree No 85/01 of 2nd September, 2002 providing general road security and road traffic regulations as modified to date especially in its articles 124 and 135;

Having reviewed the Ministerial Order No 001/Fin.07.07 du 18 January, 1988 providing of measures of executing the Order NO 660/206 of 11th September, 1958 providing general road security and road traffic regulations;

After consideration and adoption by Cabinet in its session of 18th September, 2002

DECREES

Articles One:

1. Plate numbers and a vehicle registration certificate are issued to person upon payment of the following fees:

Vehicles :10.000.000 Rwanda francs

Other cycles(tru-cycles and trailers) :8000 Rwanda francs

All number plates written in the names of individual persons or companies are issued upon payment of 2.000.000 Rwanda francs.

2. A Duplicate of registration certificate can be obtained upon payment of a RWF 5000 fee.

3. The vehicle number plate rental charges for every year payable by owners of such motor vehicles, tri-cycles and trailers are as follows:

- Vehicles :10.000.000 Rwanda francs

-Other cycles(tru-cycles and trailers) :8000 Rwanda francs

Payment of the fee for acquisition of the first number plates shall be deemed as rental charge for that same year.

4. The annual rental charges of vehicle number plates are paid in full and at once. The rental charges are not refundable in case of sale or disposition of the vehicle for which the number

has been rented. Similarly, the rental charges are not reimbursable in case the vehicle is grounded temporarily or permanently, or when the vehicle has been exported.

5. In case of disposition or sale of the vehicle, transfer of number plate to the new proprietor is done after payment of fees in the following manner.

- Vehicles : 10.000.000 Rwanda francs

- Other cycles (tru-cycles and trailers) : 8000 Rwanda francs

Articles 2:

The rental charges payable for number plates issued on vehicles brought into the country with the effect of authorizing them to be used on Rwanda routes are as follows:

- 10.000 Rwandan Francs for 15 consecutive days.

- 5000 Rwanda Francs for each day exceeding the fifteen consecutive days

Articles 3:

The rental charges for road test of vehicles are issued upon payment of 10.000 Rwanda Francs for two number plates. The same road test number plates can be used on different cars.

Articles 4: The Ministerial Order no 001/Fin.07.07 of 18th January, 1988 is hereby abrogated.

Articles 5: This Ministerial Order shall come into force on the date of its publication into the Official Gazette of the Republic of Rwanda.

Kigali; on 06/12/2002

The Minister of Finance and Economic Planning

KABERUKA Donald

(sé)

Seen and sealed with the seal of the Republic The Minister of Justice and Institutional Relations

MUCYO Jean de Dieu

(sé)

