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# THE MALTA ROAD CODE

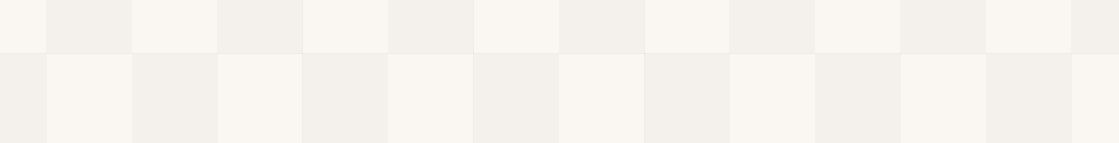












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Due credit is hereby given to

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This code is intended for guidance, training, and educational purposes only. In all cases, the Maltese legislation prevails.

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## **CHRIS BONETT**

**MINISTER FOR TRANSPORT, INFRASTRUCTURE,  
AND PUBLIC WORKS**

### **FOREWORD**

Thousands of people use our roads every day, from drivers and cyclists to pedestrians and public transport users. Every decision we make affects not just ourselves but also those around us. We must never lose sight of the fact that road safety is a shared responsibility. For this reason, while travelling, we must all act responsibly and show respect for one another.

These are the foundations of the revised *Malta Road Code*, which will act as a practical guide to all road users. It explains existing rules more clearly to ensure we all know our duties as we use the road.

Today, the way we travel is evolving. More people are cycling, the public transport system is expanding, and new technologies are influencing how we behave on the road. Given these changes, we must ensure that our rules keep up with the times so that we can be more secure and our roads remain accessible for all. Therefore, the updated *Malta Road Code* also considers new forms of mobility, such as e-scooters and pedelecs, while reinforcing the traditional principles that apply to everyone.

However, the rules themselves are not enough; road safety also depends on individuals' attitudes and awareness. It's time we create a culture where people realise that they are not alone on the road. Only together can we create a road network where everyone moves with confidence, respect, and a sense of security.





## **KURT FARRUGIA**

**CHIEF EXECUTIVE OFFICER – TRANSPORT MALTA**

### **FOREWORD**

Transport Malta reaffirms its commitment to promote a secure, inclusive road environment where safety transcends mere compliance. This revised *Malta Road Code* is an educational framework designed to cultivate a culture of shared responsibility among all road users – drivers, pedestrians, cyclists, and motorcyclists. It transcends prescriptive regulations, prioritising proactive risk mitigation through adherence to critical safety protocols: correct use of seat belts, helmets, vehicular signalling, pedestrian right-of-way observance, and minimisation of distractions when driving.

Malta's road network demands maximising the use of the roadside environment as a collective space, necessitating vigilance and mutual respect. Despite evolving mobility ecosystems, preventable incidents persist due to speeding, distracted driving, and non-compliance with traffic legislation, disproportionately endangering vulnerable demographics. The Code provides actionable guidelines to mitigate these risks, embedding accountability into daily commuter behaviour.

Aligned with national objectives, this document integrates into Malta's sustainable transport strategy, synergising with emission reduction targets, the promotion of alternative transport modes, and enhancements in network efficiency. Its efficacy hinges on nationwide adoption – its success requires individual commitment to internalise its principles.

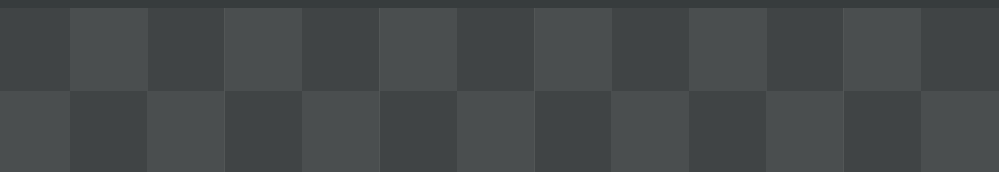
Transport Malta champions this paradigm shift towards safer, greener mobility. Let this Code galvanise collective respect for one another – road safety is a civic duty, not an option. The responsibility rests with us all.





# SECTION

THE ROAD



## SECTION 1: THE ROAD

1. The road is normally made up of a carriageway and one or two footways. The carriageway is meant for vehicles, and the footways are meant for pedestrians. Outside built-up areas, footways are generally replaced by hard shoulders, usually demarcated by a continuous white line.
2. Carriageways and footways are primarily intended for moving rather than stationary vehicles and pedestrians. Stationary vehicles should not obstruct moving vehicles. Similarly, pedestrians should not obstruct footways.
3. Carriageways are sometimes divided into lanes by means of broken white lines or into two halves, one for each direction of traffic, by means of double white lines, continuous or broken. Where no such line is marked, a notional line passing through the usable part of the road is deemed to be the dividing line between the two directions of traffic.
4. Service roads run parallel to the main carriageway, and the traffic flow is in the same direction as the flow on the adjoining lane on the main carriageway.
5. Dual carriageway roads have a separate carriageway for each direction of traffic, divided by a centre strip or reservation. No vehicle may use such carriageways against the traffic flow.
6. Quiet streets are where cyclists use the road lane with motor vehicle traffic with 30 km/h posted speed limits, low traffic volumes, and a carriageway width of less than 7 m. Only cycle signs are implemented.
7. Cycle tracks are a cycle link physically segregated from motor vehicle traffic and pedestrians.
8. Cycle lanes are a cycle link physically segregated from pedestrians but not from motor vehicles.
9. Advisory cycle lanes are a cycle link physically segregated from pedestrians but shared with motor vehicles.



- 10.** Cycle paths are segregated from motor vehicle traffic but shared with pedestrians (e.g. in the countryside).
- 11.** Traffic islands are meant to assist traffic flow at a junction. Follow the indications given at the approach of such islands.
- 12.** A roundabout is a specific type of traffic island. It is not necessarily circular, but is designated as such by means of the “Roundabout” signs at its approaches. It is important to look out for such signs, as the normal rules of right of way may be modified at roundabouts. Roundabouts may vary in size and methods of construction. Roundabouts from 1 m to 4 m in diameter may be painted on the carriageway or be made of a mountable section. Roundabouts over 4 m in diameter are normally of non-mountable construction.
- 13.** Roads in Malta are usually signposted using international traffic signs, but where there are no signs, the normal rules of prudence and courtesy should be observed.
- 14.** The limits of built-up areas are indicated by a signpost displaying the name of the respective town or village, or by a specific speed limit sign. However, any aggregation of houses inhabited or capable of being inhabited by at least 100 persons constitutes an inhabited area and a maximum speed of 50 km/h, unless otherwise indicated.
- 15.** When a through road is flanked by service roads so that building development does not front directly on it, the through road is considered to lie outside the built-up area.
- 16.** As a rule, major roads are those designated as such by means of the “Priority Road” sign, while minor roads are those with a “Stop” or “Give Way” sign, along with the appropriate white line painted across the carriageway. If in doubt, treat the other road as the major road.
- 17.** As a rule, a road is available to all road users indiscriminately and in both directions, but certain roads are reserved for particular classes of road users or a particular direction of travel.

**18.** The road is the place where a person's real manners, be he a motorist, a cyclist, or a pedestrian, are put to the test. Practice road courtesy. Hardly any accidents take place that are not caused or contributed to, directly or indirectly, by a lack of road courtesy.

**ROAD COURTESY KEEPS DEATH  
OFF THE ROAD.**

2

# SECTION

THE PEDESTRIAN



## SECTION 2: THE PEDESTRIAN

**19.** Pedestrians (as well as motorists) have responsibilities for the proper use of the road. They may be liable for the consequences to themselves or to others through their failure to observe the law.

### 2.1 Walking Along

**20.** When there is a footway, use it. Avoid casual carriageway use (jaywalking). It is dangerous to yourself and to others.

**21.** On a footway, do not walk on the edge and with your back to the traffic. Do not step onto the road without first ascertaining that you can do so safely.

**22.** Pedestrians should avoid walking on arterial and distributor roads or slip roads where no footway is available. Hard shoulders are to be used by pedestrians only in an emergency.

**23.** On other roads where no footways are provided, or where these are inadequate, walk on the right of the road facing traffic. You must take extra care and be prepared to walk in single file if the road is narrow or the street lighting is poor. Always keep close to the road's edge. If there is a sharp right-hand bend ahead, cross the road before the bend so that oncoming motorists will be able to see you. Cross back again as soon as it is safe to do so. In poor light conditions, make sure that you are wearing or carrying something light coloured, and at night, wear a reflective armband, jacket, etc. Never wear dark clothing at night.

**24.** Do not, under any circumstances, walk along the carriageway when this is fenced off from the footway by means of railings or chains.

**25.** Do not loiter or linger unnecessarily on the carriageway. Remember that the carriageway is first and foremost meant for the circulation of vehicles.

**26.** Groups of people should always walk on the left side of the road or on a path. Persons acting as lookouts should be at the front and rear, showing lights at night (white at the front, red at the rear). Lookouts should wear fluorescent clothes during the day and reflective clothes at night.

**27.** Shared space is generally located in an urban area where the road design minimises the segregation between different modes of road users. This is achieved by removing road markings, footways, signage, and traffic lights. Pedestrians have priority over other modes.

## **2.2 Crossing the Road**

### **2.2.1 The Safe Crossing Code**

**28.** The advice given below on crossing the road is for all pedestrians. Children should be taught the Code and should not be allowed out alone until they can understand and use it properly. The age at which they can do this is different for each child. Many children cannot judge how fast vehicles are going or how far away they are. Children learn by example, so parents and carers should always use the Code in full when out with their children. They are responsible for deciding at what age their children can use it safely by themselves.

**29.** Find a safe place to cross. It is safer to cross using a subway, a footbridge, an island, a zebra (pedestrian crossing) or pelican crossing, or where there is a crossing point controlled by an authorised officer. Otherwise, choose a place where you can see clearly in all directions.

**30.** A zebra crossing is a path across a road where pedestrians and cyclists may cross. It is indicated by painted white stripes on the road with zigzag lines on its approach, a Belisha beacon with a floodlight, and a zebra crossing sign mounted on a pole with white and black horizontal stripes.

**31.** A pelican crossing is a signal-controlled crossing operated by pedestrians and cyclists with zigzag lines on its approach.

**32.** Try to avoid crossing between parked cars and on blind bends and brows of hills. Move to a space where drivers can see you clearly.

**33.** At controlled crossings, namely pelican or zebra crossings, move to the red blister paving. Move to the yellow blister paving at uncontrolled crossing points.

**34.** Stop just before you get to the kerb, from where you can see if any other road user is approaching. Do not get too close to the traffic. If there is no footway, keep back from the edge of the road but make sure you can still see approaching traffic and that the traffic can see you.

**35.** Look all around for traffic and listen. Vehicles could come from any direction. Listen well because you can sometimes hear traffic before you see it.

**36.** Electric vehicles may not generate sound, and hence, the pedestrian is to look out carefully.

**37.** If any other road user or vehicle is approaching, let it pass. Look all around again and listen. Do not cross until there is a safe gap in the traffic, and you are certain that there is plenty of time. Remember, even if a vehicle is a long way off, it may be approaching very quickly.

**38.** When it is safe and all vehicles have stopped, go straight across the road – do not run, and do not cross diagonally. Keep looking and listening for traffic as you cross, in case of any traffic you did not see, or if other traffic appears suddenly.



**39.** Look out for cyclists and motorcyclists weaving between vehicles and vehicle lanes.

### **2.2.2 At a junction**

**40.** When crossing or waiting to cross the road, look out for traffic turning into the road, especially from behind you. Always cross at a location where you can be seen by other road users.

### **2.2.3 Pedestrian safety barriers**

**41.** Where there are barriers, cross the road only where there are gaps provided for pedestrians. Never climb over the barriers or walk between them and the road.



#### **2.2.4 Tactile paving**

**42.** Small raised studs and corduroy that can be felt by one's feet may be used to help visually impaired people know that they are approaching a crossing point with a dropped kerb. Corduroy is used at level crossings, at the top and bottom of steps, and at other safety-risk locations.

#### **2.2.5 One-way streets**

**43.** Always check which way the traffic is moving. Do not cross until you are sure it is safe to do so without stopping. Never stop on the roadway. Bus and cycle lanes may sometimes operate in the opposite direction to the rest of the traffic.

#### **2.2.6 Bus and cycle lanes**

**44.** Take care when crossing these lanes as traffic may be moving faster than in the other lanes, or against the flow of traffic.

#### **2.2.7 Routes shared with cyclists**

**45.** Cycle tracks may run alongside footways or roads with a dividing line, a verge, a kerb, or other proprietary equipment segregating the two. Keep to the section for pedestrians. Take extra care when cyclists and pedestrians share the same path without separation.

#### **2.2.8 Parked vehicles**

**46.** If you need to cross between parked vehicles, use the outside edges of the vehicles as if they were the kerb. Stop there and make sure you can see all around and that the traffic can see you. Never cross the road in front of or behind any vehicle with its engine running, especially a large vehicle, as the driver may not be able to see you.

#### **2.2.9 Reversing vehicles**

**47.** Never cross behind a vehicle that may be about to reverse or is reversing, showing white reversing lights, or has an audible warning.

#### **2.2.10 Moving vehicles**

**48.** You **MUST NOT** get on or off or hold on to a moving vehicle.

#### **2.2.11 At night**

**49.** Wear something reflective to make it easier for others to see you. If there is no pedestrian crossing nearby, cross the road near a street light so that traffic can see you more easily.

## 2.3 Types of Crossings

### 2.3.1 At all crossings

**50.** When using any type of crossing, you should:

- make sure that the traffic has stopped before you start to cross over or push a pram onto a crossing;
- always cross between the studs or over the zebra markings – never cross at the side of the crossing or on the zigzag lines; and
- do not stop or linger at any type of crossing.

**51.** Traffic may need plenty of time to see you and stop at a crossing, and when the road is slippery, vehicles will need even more time. Wait until the road is clear or traffic has stopped from both directions before you cross. Keep listening and looking both ways in case a driver or rider has not seen you and attempts to overtake a vehicle that has stopped.

**52.** Generally, zebra crossings are equipped with flashing orange/yellow Belisha beacons.

**53.** Do not stand at the edge of the kerb at a pedestrian crossing if you have no intention of crossing.

**54.** When there is a refuge island in the middle of a pedestrian crossing, wait on the island before you cross the second half of the road – it is a separate crossing.

**55.** Be careful when stepping on the road and claiming right of way at a pedestrian crossing. Wait for gaps in the traffic, especially if there are a few pedestrians and the traffic has been stopped shortly before.

**56.** When there is a pedestrian crossing place (or subway or pedestrian bridge) within a reasonable distance (50 m or less), do not cross the road at any other point.

### 2.3.2 Traffic lights

**57.** There may be a special set of lights for pedestrians. Only start to cross the road when the green figure appears and all cars have stopped. If you have started to cross the road and the green figure goes out, you should still have time to reach the other side, but do not delay. If no pedestrian lights have been provided, watch carefully and do not cross until the traffic lights are red and the traffic has stopped. Keep looking and check for traffic that may be turning the corner. Remember that traffic lights may let traffic move in some lanes while traffic in other lanes has stopped.

### 2.3.3 Pelican crossings

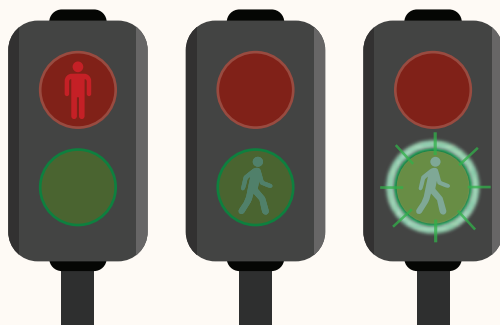
**58.** Push the control button to activate the traffic signals. Do not cross whilst the red figure is showing. When a steady green figure appears, check that the traffic has stopped, then cross with care. Some crossings may have a green figure that will flash as a warning that the lights are about to change to red. When the green figure begins to flash, you should not start to cross. If you have already started, you should still have time to finish crossing safely. When there is a timer countdown for the green crossing phase, ensure you have sufficient time to cross the road.

**59.** At some pelican crossings, a sound indicates when the steady green figure is showing to assist individuals with visual impairments. There may also be a tactile signal to help people with additional accessibility needs.

**60.** When the road is busy, traffic on your side of the road may be forced to stop, even though their lights are green. Traffic may still be moving on the other side of the road, so always press the button and wait for the signal to cross.

**61.** A staggered pelican crossing is when the crossings on each side of the pedestrian refuge are not in line and are, therefore, operating as two separate crossings. When you reach the central island, press the pelican crossing button again and wait for the steady green figure before crossing to the other side of the road.

**62.** Parallel crossings (toucan crossings) are crossing areas located parallel to other pedestrian crossings designated for cyclists' use. These are identified by specific road markings and signage. Cyclists are to use parallel crossings when these are provided at zebra or pelican crossings. If parallel crossings are not provided at a zebra or pelican crossing, the cyclist is to dismount and walk across the road with the bicycle.



Instructions to pedestrians above the push-button control for calling up pedestrian phases at light signals

## 2.4 Situations Needing Extra Care

### 2.4.1 General

If there is no pedestrian crossing point nearby, it is advisable to cross where there is an island in the middle of the road. Use the Safe Crossing Code to cross to the island and then stop and use it again to cross the second half of the road.

**63.** If there is a crossing or a junction controlled by an authorised officer, do not proceed unless you are instructed to do so by the authorised officer. Always cross in front of the lights or junction and not between vehicles.

### 2.4.2 Emergency vehicles

**64.** Move away with caution if an ambulance, fire engine, police, or other emergency vehicles are approaching using flashing blue or green lights, headlights, and/or sirens.

### **2.4.3 Buses**

**65.** Only get on or off a bus when it has stopped to allow you to do so. Watch out for cyclists, etc., approaching on the nearside when you are getting off. Never cross the road directly behind or in front of a bus; wait until it has moved off and you can see clearly in both directions.

### **2.4.4 Cars**

**66.** Be very careful when stepping onto the carriageway to get in or out of a car. Use the kerbside doors whenever possible. Even though the driver of the car may have to use the offside door, it should always be possible for passengers to use only the kerbside doors.

### **2.4.5 Care of children**

**67.** Young children should never be trusted alone on either a footway or the road. When out, walk between them and traffic, hold their hands firmly, make sure very young children are strapped into pushchairs, or use reins. Do not let them run into the road.

### **2.4.6 Care of the older adults and people with special needs**

**68.** Older adults have slower reflexes and are slow-moving. People with special needs, especially the visually impaired and wheelchair users, are particularly vulnerable. They should seek and be given assistance whenever necessary, especially for crossing the road. The visually impaired should always carry a white stick. A footway might not be available, or it might be closed off temporarily due to ongoing works or because it might not be safe to use. Look out carefully if you are directed to use an alternative pedestrian route or cross the road.

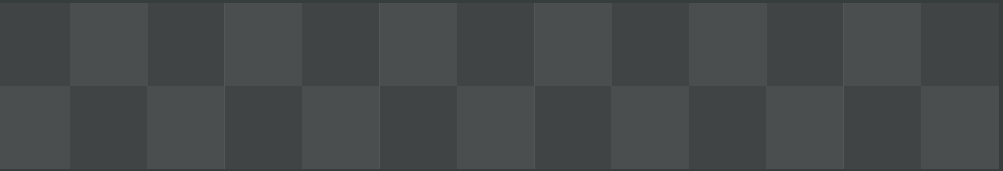




# 3

## SECTION

RULES FOR USERS OF  
POWERED WHEELCHAIRS  
AND MOBILITY SCOOTERS



## SECTION 3: RULES FOR USERS OF POWERED WHEELCHAIRS AND MOBILITY SCOOTERS

### 3.1 Powered Wheelchairs and Mobility Scooters

- 69.** Manual or powered wheelchairs and mobility scooters may be used on footways and promenades or pedestrian areas at a speed not exceeding 6 km/h. The same guidance and rules for pedestrians are to be followed.
- 70.** Manual or powered wheelchairs and mobility scooters may only be used on roads where it is impractical to travel on footways, but the speed limit of 6 km/h is not to be exceeded. The guidance and rules applicable to other vehicles are to be abided by.

### 3.2 On Footways

- 71.** Footways are safer than roads and should be used when available. Pedestrians are to be given priority. Consideration is to be shown for footway users with a hearing or visual impairment who may not be aware of your presence.
- 72.** Powered wheelchairs and scooters **MUST NOT** travel faster than 6 km/h on footways or in pedestrian areas. Your speed might need to be reduced or adjusted to ensure the safety of other footway users who may not be able to move out of your way quickly enough, or where the footway is too narrow.
- 73.** Always take special care when moving off the footway onto the road. Before moving off, always look around and make sure it is safe to join the traffic. Always try to use dropped kerbs when moving off the footway, even if this means travelling further to locate one. If you have to climb or descend a kerb, always approach it at right angles and don't try to negotiate a kerb higher than the vehicle manufacturer's recommendations.

### 3.3 On the Road

- 74.** You should take care when travelling on the road. Since your machine is restricted to 6 km/h, you may be travelling slower than other traffic. You may also be less visible.

**75.** When on the road, powered wheelchairs and mobility scooters with a maximum speed of 6 km/h should be used with caution and travel in the direction of the traffic. Keep in mind that powered wheelchairs and mobility scooters should always be used on the footway, when available. If you are travelling at night, lights **MUST** be used, and you should travel in the direction of the traffic to avoid confusing other road users.

**76.** The same rules for using lights, indicators, and horns as for other road vehicles apply to powered wheelchairs and mobility scooters, if your vehicle is fitted with them. At night, lights **MUST** be used. Be aware that other road users may not see you, so you should make yourself more visible – even during the day and at dusk – by, for instance, wearing a reflective jacket or adding reflective strips to the back of the vehicle.

**77.** Take extra care at road junctions. When going straight ahead, check to make sure there are no vehicles about to cross your path from the left or the right, or overtake you and turn left. There are several options for dealing with right turns, especially turning from a major road. If moving into the middle of the road is difficult or dangerous, you can stop on the left-hand side of the road and wait for a safe gap in the traffic or negotiate the turn as a pedestrian (i.e. travel along the footway and cross the road between footways where it is safe to do so).

If the junction is too hazardous, consider an alternative route. Similarly, when negotiating major roundabouts (i.e. with two or more lanes) it may be safer for you to use the footway or find a route that avoids the roundabout altogether.

**78.** All normal parking restrictions should be observed. Your vehicle should not be left unattended if it causes an obstruction to other pedestrians, especially those in wheelchairs. Parking concessions provided under the Blue Badge scheme will apply to those vehicles displaying a valid badge.

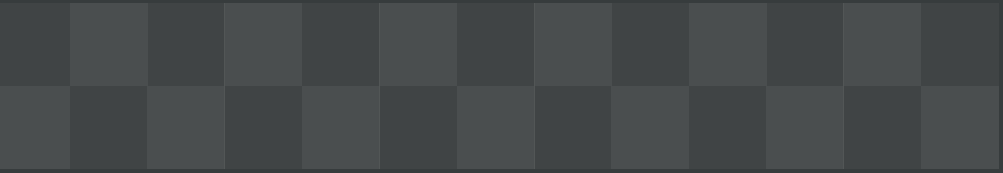
**79.** These vehicles **MUST NOT** be used on arterial and distributor roads and on roads where the posted speed limit exceeds 50 km/h.



# 4

## SECTION

### RULES FOR CYCLISTS



## SECTION 4: RULES FOR CYCLISTS

### 4.1 Clothing

#### 80. You should wear:

- preferably a cycle helmet that conforms to regulations and is the correct size and fastened;
- clothes that will not become entangled in the chain or wheels, or hide your lights;
- light-coloured clothing or other clothing that helps road users see you in daylight and poor light; and
- reflective clothing and/or accessories (belt, arm, or ankle bands) in the dark.



**Help yourself to be seen.**

**81.** At night, your bicycle **MUST** have the white front and red rear lights lit. The bicycle **MUST** also be fitted with a red rear reflector (and it is recommended that you use amber pedal reflectors). Flashing lights and other reflectors may help you be seen, but **MUST NOT** be used without your lights.

## **82. You should:**

- look all around before moving away from the kerb, turning, or manoeuvring to make sure it is safe to do so. Give a clear signal to show other road users what you intend to do;
- look well ahead for obstructions in the road, such as drains, potholes, and parked vehicles, so that you do not have to swerve suddenly to avoid them. Leave plenty of room when passing parked vehicles and watch out for doors being opened into your path; and
- take extra care near road humps and other traffic-calming features.
  - When cycling on the road, only pass to the left of large vehicles when they are stationary or slow-moving, and you should proceed with caution as the driver may not be able to see you. Be particularly careful on the approach to junctions or where a large vehicle could change lanes to the left.

## **83. You MUST NEVER:**

- carry a passenger unless your cycle has been built or adapted to carry one;
- hold on to a moving vehicle or trailer;
- ride in an inconsiderate, careless, or dangerous manner;
- ride under the influence of drink or drugs;
- cycle on promenades, pedestrian subways, road tunnels, and footways unless clearly marked otherwise;
- leave your cycle where it would cause a hazard or obstruct other road users or pedestrians, for example, lying on the footway;
- cross the stop line when the traffic lights are red;
- ride close behind another vehicle; or
- carry anything that will affect your balance or may get tangled in your wheels or chain.

## 4.2 Bus or Priority Lanes

- 84.** These may be used by cyclists only if the signs include a cycle symbol.

You **MUST** obey all traffic signs and traffic light signals.

Watch out for people getting on or off a bus. Be very careful when overtaking a bus or leaving a bus lane, as you will be entering a busier traffic flow. Do not pass between the kerb and a bus when it is at a stop.

## 4.3 Road Junctions

### 4.3.1 Traffic light junctions

Traffic light junctions are signal-controlled junctions using red-amber-green aspects mounted on a black background. At traffic light junctions, you **MUST NOT** cross the stop line when the traffic lights are red. Some junctions have an advanced stop line to enable you to position yourself ahead of other traffic and wait. When the traffic lights are red, you may cross the first stop line, but you **MUST NOT** cross the final stop line.

At junctions with no separate cyclist facilities, it is recommended that you proceed as if you were driving a motor vehicle.

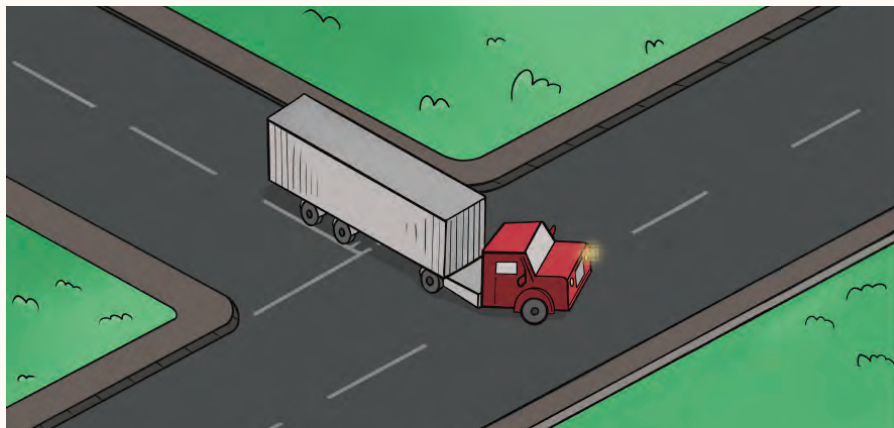
When you can do this safely, position yourself in the centre of your chosen lane to make yourself as visible as possible and avoid being overtaken in dangerous situations. If you do not feel safe to proceed in this way, you may prefer to dismount and wheel your bicycle across the junction.

### 4.3.2 Priority junctions

- 85.** When approaching a junction on the left, watch out for vehicles turning in front of you, out of, or into the side road. Do not ride on the inside of vehicles that are signalling or slowing down to turn left.



**86.** Pay particular attention to long vehicles, which need a lot of room to manoeuvre at corners. They may have to move over to the right before turning left. Wait until they have completed the manoeuvre because the rear wheels come very close to the kerb while turning. Do not be tempted to ride in the space between them and the kerb.



**Long vehicles need extra room.**

**87.** If you are turning right, check the traffic behind you, then signal and move to the centre of the road. Wait until there is a safe gap in the oncoming traffic before completing the turn. It may be safer to wait on the left until there is a safe gap or to dismount and push your cycle across the road.

When turning onto a side road, you should give way to pedestrians crossing or waiting to cross.

### 4.3.3 Roundabouts

**88.** Roundabouts can be hazardous and should be approached with care.

**89.** You may feel safer either keeping to the left on the roundabout or dismounting and walking your cycle round on the footway or verge. If you decide to keep to the left, you should:

- be aware that drivers may not easily see you;
- take extra care when cycling across exits – you may need to signal right to show you are not leaving the roundabout; and
- watch out for vehicles crossing your path to leave or join the roundabout.

**90.** Give plenty of room to long vehicles on the roundabout as they need more space to manoeuvre. Do not ride in the space they need to navigate the roundabout. It may be safer to wait until they have cleared the roundabout.

**91.** When a roundabout has separate cycle facilities, you should use them, even though you are not obliged to. These make your journey safer and easier. This will depend on your experience, skills, and the situation at the time.

## 4.4 Dual Carriageways

Remember, vehicles move more quickly on most dual carriageways than on single carriageways. When crossing, wait for a safe gap and cross each carriageway in turn.

## 4.5 Going Straight Ahead

If you are going straight ahead at a junction, you have priority over traffic waiting to turn into or out of the side road, unless road signs or markings indicate otherwise. Check that you can proceed safely, particularly when approaching junctions on the left alongside stationary or slow-moving traffic. Watch out for drivers intending to turn across your path. Remember the driver ahead may not be able to see you, so bear in mind your speed and position on the road.

Take great care when deciding whether it is safe to pass stationary or slow-moving lorries and other long vehicles, especially at the approach to junctions, as their drivers may not be able to see you. Remember that they may have to move over to the right before turning left and that their rear wheels may then come very close to the kerb while turning.

## **4.6 Crossing the Road**

### **4.6.1 Busy roads**

When crossing faster or busier main roads, you may find it safer and easier to:

- dismount and push your cycle across;
- wait for a safe gap in the traffic before doing so, especially on faster roads and dual carriageways; and
- make use of traffic islands or central reservations to help you, where appropriate.

### **4.6.2 Turning right**

If you are turning right, you can ride in the left- or right-hand lanes and move left when approaching your exit. Position yourself in the centre of your lane, if it is safe to do so, and signal right to indicate that you are not leaving the roundabout.

Alternatively, you may feel safer walking your cycle round on the footways or verges. If you decide to ride around while keeping to the left-hand lane, you should:

- be aware that drivers may not easily see you;
- take extra care when cycling across exits – you should signal right to show you are not leaving the roundabout; and
- watch out for vehicles crossing your path to leave or join the roundabout.

## 4.7 Parking Your Bicycle

- Find a conspicuous location where it can be seen by passers-by.
- Use cycle stands or other cycle parking facilities whenever possible.
- Do not leave it where it would cause an obstruction or hazard to other road users.
- Secure it well so that it will not fall over and become an obstruction or hazard.

## 4.8 Check Your Bicycle

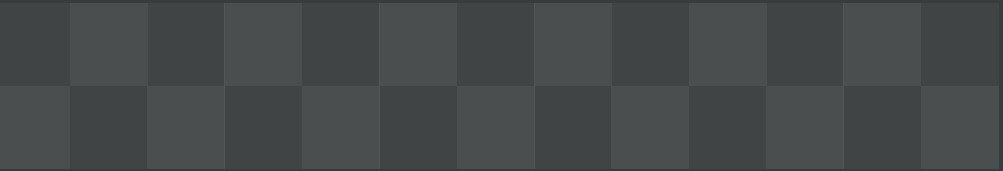
Make sure that you feel confident in your ability to ride safely on the road. Be sure that:

- you have the right size and type of cycle for your comfort and safety;
- the lights and reflectors are kept clean and in good working order;
- the tyres are in good condition and inflated to the pressure shown on the tyres;
- the wheels spin freely;
- the gears are working correctly;
- the chain is properly adjusted and oiled;
- the saddle and handlebars are adjusted to the correct height;
- the bell is working; and
- the brakes are efficient.



# SECTION

## RULES FOR PEDELECS AND POWER-ASSISTED PEDAL CYCLES



## **SECTION 5: RULES FOR PEDELECS AND POWER-ASSISTED PEDAL CYCLES**

### **5.1 General**

A pedelec is a pedal electric cycle whose electric motor is activated as soon as the rider starts pedalling and deactivated as soon as the rider stops pedalling.

A power-assisted pedal cycle is a two- or three-wheeled motor-assisted cycle, including pedelecs, with a kerbside weight of not more than 40 kg in the case of a bicycle and not more than 60 kg in the case of a tricycle or tandem bicycle, and is fitted with pedals capable of propelling it.

### **5.2 Registration, Licensing, and Insurance**

Any power-assisted pedal cycle, including a pedelec, which is fitted with an electric motor having an output of more than 250 W, must be registered with the Authority and insured against third-party risks if it is to be driven on the road. Moreover, the driver must be over 16 years of age and hold a valid driving licence in Category A, AM, or B.

### **5.3 Usage**

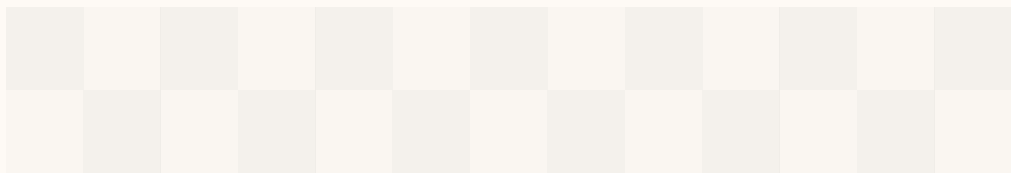
When riding a power-assisted pedal cycle or a pedelec on the road, you should:

- wear a bicycle helmet made of material that resists blows, securely fitted and fastened onto your head;
- wear a high-visibility vest at all times when driving between sunset and sunrise;
- observe and abide by all traffic regulations; and
- keep to the nearside (left) of the road as much as possible in the direction of traffic, except on the approach to an intersection or a roundabout, or when overtaking other traffic.



## YOU MUST NOT:

- ride a power-assisted pedal cycle or pedelec along promenades, in pedestrian subways, in road tunnels, or on footways, unless the power-assisted pedal cycle (including pedelecs with a motor output of 250 W or less) may be ridden with prudence on footways along bypasses or tunnels, at a speed not exceeding 6 km/h, while giving way to pedestrians;
- carry another person on your power-assisted pedal cycle or pedelec, unless the said vehicle is adapted to carry more than one person; or
- hold on to any other moving vehicle or to any person or object that is on, in, or attached to any such vehicle.



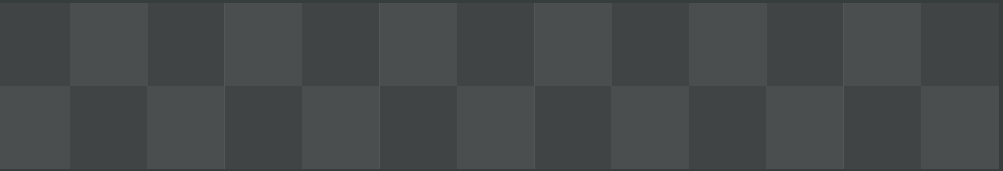






# SECTION

## RULES FOR USERS OF E-KICKSCOOTERS



## SECTION 6: RULES FOR USERS OF E-KICKSCOOTERS

These rules supplement the ones given in Section 10, which apply to all vehicles.

### 6.1 General

An e-kickscooter is a stand-up device with a handlebar, a deck, and small, hard wheels, powered by an electric motor that allows human propulsion.

### 6.2 Registration, Licensing, and Insurance

You may only ride an e-kickscooter on the road if you are over 16 years of age and in possession of a valid driving licence (Category A, AM, or B).

Your e-kickscooter should be manufactured or calibrated in such a manner that it cannot exceed 20 km/h while being driven on the road. It must also be insured, registered, and licensed with the Authority.

When riding an e-kickscooter on the road, you must carry your driving licence and, when requested, produce it to the police or any other enforcement officer.

### 6.3 Usage

When riding an e-kickscooter on the road, you should:

- observe and abide by all traffic regulations, including those regulating pedestrian crossings and traffic lights;
- keep to the nearside (left) of the road as much as possible in the direction of traffic, except on the approach to an intersection or a roundabout, or when overtaking other traffic;
- ride an e-kickscooter on footways, promenades, shared footways, cycle paths, and pedestrian zones only if you do not exceed the speed limit of 10 km/h (or any subsequent updates in national legislation). You should also pay the utmost attention whilst riding and give precedence to pedestrians at all times. Furthermore, when riding on any cycle path or shared cycle path, you should not hinder or obstruct the free flow of cycle traffic; and
- wear a high-visibility vest at all times when riding an e-kickscooter on the road between sunset and sunrise. It is recommended to wear a safety helmet.

## YOU MUST NOT:

- ride an e-kickscooter on arterial and distributor roads, in any tunnel or underpass, and in any other road or public space where the use of e-kickscooters is prohibited by the appropriate signage;
- carry another person on your e-kickscooter;
- hold on to any other moving vehicle or to any person or object that is on, in, or attached to any such vehicle;
- tow any cart, trailer, or any other object whilst riding an e-kickscooter;
- ride an e-kickscooter freehand;
- make use of, or hold in your hands, a mobile phone or any other object whilst riding an e-kickscooter;
- make use of headphones, earphones, or any other system or gadget that may hinder or impede hearing whilst riding an e-kickscooter; or
- ride an e-kickscooter against the direction of traffic unless there is a road sign or marking that indicates that riding against the direction of traffic is permitted.

## 6.4 Parking

You may park your e-kickscooter on footways, promenades, or in pedestrian zones, but not in a manner that obstructs the free flow of pedestrian traffic, restricts or hinders use by persons with mobility impairments, or impedes access to such areas.

Wherever available, e-kickscooters are to be parked in parking infrastructures, such as racks, which may be provided, or in parking spaces specifically designated and marked for such purpose.

In roads where there are no spaces specifically designated and marked for this purpose, e-kickscooters may be parked on the road in a perpendicular position to the footway but not in such a manner as to occupy a parking space specifically designated and marked for the parking of other types of vehicles.



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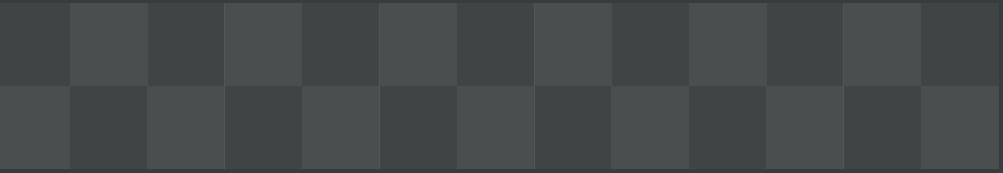
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# SECTION

## RULES FOR MOTORCYCLISTS



## SECTION 7: RULES FOR MOTORCYCLISTS

These rules supplement the ones given in Section 10, which apply to all vehicles.

### 7.1 General

**92.** On all journeys, no matter how short, the rider and pillion passenger on a motorcycle, scooter, or moped **MUST** wear a protective helmet. Helmets **MUST** comply with the requirements of the law, and they **MUST** be fastened securely. It is also advisable to wear eye protectors, strong boots, gloves, and suitable clothing, which may help to protect you if you fall off. Do not be tempted to wear lightweight nylon clothing, as friction burns in the event of a fall are extremely painful. Cover arms and legs at all times. The helmet visor is to be clean and in good condition.

The protective helmet is to be replaced after any impact or after the period of time as established by the manufacturer, which is typically after 3 to 5 years. This is applicable even if the helmet has not been used. This is very important because the materials of the helmet lose their protective properties due to impacts and the passage of time.

Riders and passengers of motor tricycles and quadricycles (quadbikes) should also wear protective helmets.

**93.** You **MUST NOT** carry more than one pillion passenger, who **MUST** sit astride the machine on a proper seat, keep both feet on the footrests, and face forward. You must not carry a pillion passenger unless the motorcycle is designed to do so.

### 7.2 Daylight Riding

**94.** Make yourself as visible as possible from all directions. Preferably wear a white or light-coloured helmet and fluorescent clothing or strips. Dipped headlights, even in good daylight, may also make you more easily seen. Be aware that other vehicle drivers may still not see you, nor judge your distance or speed correctly, especially at junctions.

## 7.3 Riding in the Dark

**95.** Wear reflective clothing or strips to improve your chances of being seen in the dark. These reflect light from the headlamps of other vehicles, making you more visible from a long distance.

## 7.4 Manoeuvring

**96.** You should be aware of what is behind and to the sides before manoeuvring. Look behind you; use the fitted mirrors. When overtaking traffic queues, look out for pedestrians crossing between vehicles and vehicles emerging from junctions. Position yourself so that drivers in front can see you in their mirrors. Additionally, when overtaking on the right within the lane in slow-moving traffic, take care and keep a low speed. **DO NOT OVERTAKE ON THE LEFT**, even if there is a cycle lane or cycle track.

**97.** Keep a minimum 1.5 m distance away from a cyclist when overtaking.

If there is a crossing or a junction controlled by an authorised person, do not proceed unless you are instructed to do so by the authorised officer.

**Remember: Mirrors – Signal – Manoeuvre**

## 7.5 Pillion

Anyone who obtains a motorcycle license by passing the practical driving test for any motorcycle category (AM, A1, A2, and A) may carry a pillion, as long as the motorcycle in question has a seating capacity of two or more.

Holders of a B category driving licence may also undergo a 10-hour course with a licensed motoring school and be permitted to drive (only locally) a motorcycle having a cylinder capacity not exceeding 125 cc by presenting a pass certificate to the relevant Authority (Transport Malta). A code 111 will be included on the holder's driving licence, but they may not carry a pillion.

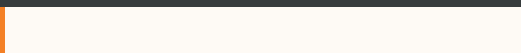
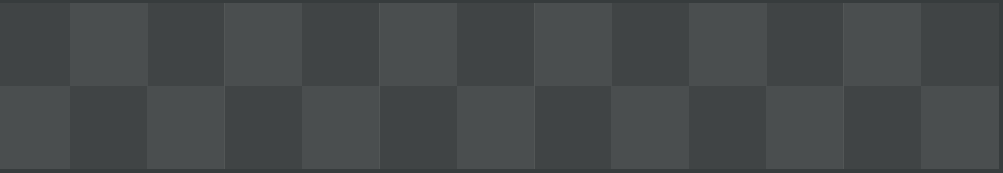




# 8

## SECTION

### RULES ABOUT ANIMALS



## SECTION 8: RULES ABOUT ANIMALS

### 8.1 Horse Riders

No person can ride a horse bareback and without a saddle.

Children under the age of 16 are not permitted to ride a horse on the road. Any person riding a horse on the road must hold a licence issued by Transport Malta.

Except for police cavalry and military parades, no horse may be used on arterial and distributor roads on any day between 07:00 and 09:00 and between 16:00 and 18:00, except on Saturdays, Sundays, and national and public holidays.

#### 8.1.1 Safety equipment

**98.** You **SHOULD ALWAYS** wear a protective helmet. It **SHOULD** be fastened securely.

#### 8.1.2 Other clothing

**99.** You should wear:

- boots or shoes with hard soles and heels;
- light-coloured or fluorescent clothing in daylight; and
- reflective clothing if you have to ride at night or in poor visibility.

#### 8.1.3 At night

**100.** It is much safer not to ride on the road at night or in twilight, but if you do, make sure your horse has high-visibility leg and tail straps and a martingale and that you wear reflective clothing. Carry a light that shows white to the front and red to the rear. This is to be fitted to the rider's arm, leg, or riding boot. The same applies if you are leading a horse at night.

#### 8.1.4 Riding

**101.** Before you take a horse onto a road, you should:

- ensure all tack fits well and is in good condition; and
- make sure you can control the horse.

**102.** Always ride with other, less nervous horses if you think that your horse will be spooked by traffic. Never ride a horse bareback on public roads. Before riding off or turning, look behind you to make sure it is safe, and then give a clear arm signal.

**103.** When riding on any road, you should:

- keep to the left;
- keep both hands on the reins unless you are signalling;
- keep both feet in the stirrups;
- not carry another person;
- not carry anything that might affect your balance or get tangled in the reins;
- keep a horse you are leading to your left;
- move in the direction of the traffic flow on a one-way street; and
- never ride more than two abreast – ride in single file when the road narrows or on the approach to a bend.

**104.** Moreover, you **MUST NOT** take a horse onto a footway, cycle track, or cycle lane. Remain on the roadway instead. Always dismount at pelican, toucan, and zebra crossings.

**105.** Avoid roundabouts whenever possible, but if you use them, you should:

- keep to the left and watch out for vehicles crossing your path to leave or join the roundabout;
- signal right when riding across exits to show you are not leaving; and
- signal left just before you leave the roundabout.

## 8.2 Dogs and Other Animals

**106.** Do not let a dog out on the road on its own. Keep it on a short lead when walking on the footway, road, or path shared with cyclists.

**107.** When in a vehicle, make sure dogs or other animals are suitably restrained so they cannot distract you while you are driving or injure you or themselves if you stop quickly.

**108.** Make sure that the road is clear before you let or take animals on the road.


**109.** When leading or herding animals, they must be kept under control at all times. Always place yourself between the animals and the traffic, and keep the animals on the edge of the road. If possible, send someone else ahead to warn traffic at danger points such as bends or the brow of a hill. It is safer not to herd animals after dark, but if you do, carry lights after sunset – white at the front and red at the rear. If the herd is very large, it should be split into smaller herds and should invariably be tended by two or more persons. You should not herd cattle, sheep, or goats on any arterial or distributor road.

## 8.3 Animal-Drawn Vehicles

**110.** Drivers of animal-drawn vehicles should have a licence issued by Transport Malta. They should follow the same rules as drivers of other vehicles. They have no special privileges simply because their vehicle is animal-drawn. They should realise the limitations on the degree of control that they can exercise on their vehicles and mounts and the possible hazards that can ensue. They should signal their intention manually whenever they propose to change direction or stop. At night, they should ensure that their vehicles are provided with front and rear lights as specified.

Animal-drawn vehicles should avoid main or busy roads and stay on secondary roads. Horses should not be ridden or led along main or busy roads.

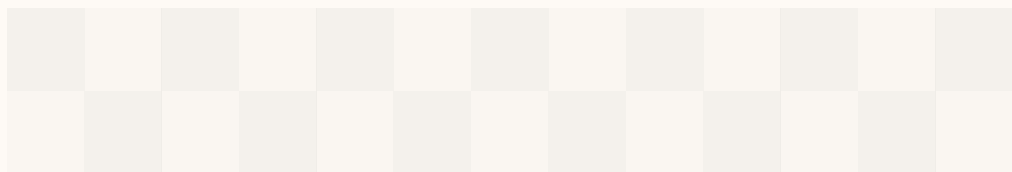
If there is a crossing or a junction controlled by an authorised person, do not proceed unless you are instructed to do so by the authorised officer.



Moreover, except for horse-drawn cabs (karozzini) that are licensed for hire, no animal-drawn vehicle may be used on arterial or distributor roads on any day between 07:00 and 09:00 and between 16:00 and 17:00, except on Saturdays, Sundays, and national and public holidays.

Horse-drawn cabs (karozzini) for hire may NOT be used on any road throughout the period from 1 July to 31 August any year between 13:00 and 16:00.

Animal-drawn vehicles should be operated and maintained according to the standards issued by the Authority for Transport in Malta. They need to have two red rear reflectors. If the vehicle is used at night, a white light should be installed at the front and a red light at the rear.

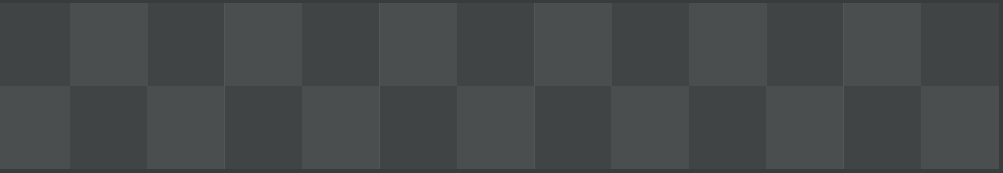






# SECTION

## RULES FOR BUSES



## SECTION 9: RULES FOR BUSES

These rules supplement the ones given in Section 10, which apply to all vehicles.

**111.** Buses **MUST** keep to the left or kerbside lane of the carriageway except when this lane is occupied by a stationary vehicle or another obstruction.

**112.** Buses **MUST** stop within lay-bys or bus bays when these are provided. When two or more buses arrive simultaneously at a bus stop, they must draw up to the kerb one after the other, and when leaving, they must follow the order of arrival. Buses must not cross the white line parallel to the kerb when leaving the bus stop.

**113.** When stopping at a bus stop, whether it is provided with the appropriate white lines or not, **BUSES MUST DRAW RIGHT UP TO THE KERB** so that passengers can alight from or board the bus directly from the footway.

**114.** When leaving the bus stop, buses should not swerve out to the middle of the road but should keep as close to the kerb as possible.

**115.** Buses should leave the terminus with their engines running and the gear engaged. The engine **MUST** be kept running for the entire duration of the trip.

**116.** The engine **MUST** have sufficient power and be properly maintained and driven so that it does not emit smoke when the bus is driven uphill with a full load.

**117.** Neither passengers nor drivers may smoke on any bus, coach, or minibus.

**118.** No radio or recorded music may be played on a moving bus, coach, or minibus.

**119.** If there is a crossing or a junction controlled by an authorised person, the bus, coach, or minibus must not proceed unless instructed to do so by the authorised officer.

**120.** Always keep a minimum 1.5 m distance away from a cyclist when overtaking.



# 10

## SECTION

THE MOTORIST



## SECTION 10: THE MOTORIST

### 10.1 General

**121.** This section should be read by all drivers, motorcyclists, and cyclists. The *Malta Road Code* does not give you the right of way in any circumstance, but it advises you when you should give way to others. Always give way if it can help to avoid an accident.

**122.** In Malta, traffic must keep to the left-hand side of the road.

**123.** All vehicles on the road must be duly licensed and insured at least against third-party risks, and any person driving a motor vehicle must be in possession of a valid driving licence valid for the type of vehicle they wish to drive.

**124.** Ensure that your vehicle is in a good state of repair and roadworthy in all respects and that you are in receipt of a VRT certificate, if applicable. Give particular attention to the brakes, steering mechanism, tyres, and lights. Know your vehicle and its limitations. Have it regularly serviced and inspected.

**125.** Before hiring out or lending a vehicle, ensure that it is in a perfectly safe condition and that the person taking it on charge is in possession of a valid driving licence for Malta, is covered by an adequate insurance policy, and fully understands and is capable of operating the controls of that particular vehicle.

**126.** An instructor taking a learner driver for a driving lesson must ensure that, during the lesson, the vehicle has the regulation L-plates securely in place and that the learner only drives the vehicle in the place and within the times specified in the permit issued in his name.

**127.** A person who has passed a driving test and obtained a driving licence should use special caution and circumspection and avoid heavy traffic for the first few months. A driving licence gives the qualification but not the skill. This comes with the right kind of experience, but a driver should always be careful to guard against over-confidence.

**128.** Excessive speed increases both the possibility and the severity of accidents. Speeding and impatience are signs of poor driving and jeopardise the safety of innocent persons. In the short distances normally travelled in Malta, the difference in journey time between a trip at breakneck speed and a safe and comfortable drive is to be counted in minutes.

**129.** The condition of your vehicle, any trailer it is towing, and any load, as well as the number of passengers and the way in which they are carried, should be such that they do not endanger you or others. In particular, only two persons should occupy the front seats of vehicles with a capacity of up to five persons. It is highly recommended that children under 12 years do not ride in front seats unless unavoidable, nor should persons carry children on their laps.

**130.** Use your vehicle in such a way as to cause the least possible inconvenience to others. Ensure that your engine works efficiently and silently, and does not drip oil or emit noxious exhaust fumes, and that your silencer is effective. In residential areas, sound your horn as sparingly as possible. In areas where the sounding of horns is prohibited at all times, and in all inhabited areas between 23:00 and 06:00, you may only sound the horn in a real emergency.

**131.** If there is a crossing or a junction controlled by an authorised person, the vehicle is not to proceed unless instructed to do so by the authorised officer.

## **10.2 Before Moving Off**

**132.** Before setting off, you **MUST** ensure that:

- you have a valid licence and insurance to drive the vehicle you intend to use; and
- your vehicle is legal and roadworthy.

You **SHOULD** ensure that:

- you have planned your route and allowed sufficient time for breaks and possible delays;
- you have sufficient fuel or charge for your journey;
- you know where all the controls are and how to use them;

- your clothing and footwear do not prevent you from using the controls in the correct manner;
- your mirrors and seat are adjusted correctly to ensure comfort, full control, and maximum vision; and
- head restraints are properly adjusted to reduce the risk of neck and spinal injuries in the event of a collision.

### **10.2.1 Advice for all drivers and riders**

**133.** Before you move off, look around – even if you have already checked your mirrors – to make sure no one is about to overtake you. Give proper signals before moving out, and only move off when you can do so safely and without inconveniencing other road users. Give way to passing and overtaking vehicles.

**134.** Ensure that the doors are properly closed and, if driving at night, that your lights are on.

**135.** Try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you. Always keep a minimum 1.5 m distance away from a cyclist when overtaking.

In case of emergency, it is recommended that:

- you have a mobile telephone containing emergency contacts (e.g. breakdown assistance);
- you have a hazard triangle to be set up on the approach to the stationary vehicle; and
- you have high-visibility clothing in case you need to exit the vehicle.

### 10.2.2 Windows and windscreen

- Ensure all windows and windscreen surfaces are clean and free of any obstructions. Licences, notices, permits, etc., are only allowed along the upper or lower edge on the left-hand side of the windscreen. Factory-standard wipers or approved replacements should be fully functional and installed. Only factory-standard tinted glass is allowed. Transport Malta may authorise the fitting of after-market tinting on the front side window to the right of the driver due to specified medical conditions. Spray-on tints for glass are prohibited, as are curtains (or any similar fitment) used against the rear windscreen at night. Any alterations or other attachments to the windscreen must be authorised by Transport Malta on request.



**Make sure your windscreen is completely clear.**

### 10.2.3 Car mirrors

- Ensure your vehicle is fitted with the appropriate number of mirrors to enable you to see traffic behind you. Passenger cars manufactured after 1978 should at least have an internal and driver's side external mirror. However, all vehicles should preferably have an external mirror on either side adjusted so that the driver can get good views on both sides and the rear of the vehicle.

### 10.2.4 Bumpers

- Only factory-standard bumpers are allowed. If removed, there should be no projecting surfaces (e.g. brackets or other parts), cutting surfaces, or edges. Even if they are factory options, no extra bars of any section or shape are allowed on any part of the vehicle. In case of accidental damage to the bodywork, projecting and pointed metal surfaces and edges should be rectified as soon as possible to avoid endangering pedestrians. Mobile crane jibs should not project forward over 1.5 m if their tip is less than 3 m above ground level.

### 10.2.5 Vehicle loads

- The load on your vehicle should be secured so that neither danger nor nuisance is caused by it falling, shifting, or being blown off, and the load height should not endanger the stability of the vehicle.
- Loads should preferably not project to the front. They should not project to the rear by more than one-fifth of the length of the vehicle and should not reach the ground. It is suggested that red or yellow 50 cm<sup>2</sup> boards with fully or partially reflective surfaces be fixed at the tips of any load. Loads should not project sideways. They also must in no way hinder the driver's visibility.

### 10.2.6 Headlamps and lights

- The vehicle should have properly adjusted factory-standard and/or factory-approved headlamps with bright/dip functionality. There should be no covering or colouring of any type over the lenses, and lamps on both sides should be working. There should be no light of any kind or for any purposes above headlamp level, except for specific purposes approved by Transport Malta. Any extra lights must not throw light higher than the standard dipped beam, or else, they must be wired so that they go out when the dipped beam comes on. Any coloured lights in front should only have the function of indicator/hazard lights, and only amber or orange lights are allowed. Side or parking lamps should only be white.
- All vehicles, except passenger cars with a capacity of up to five persons exceeding any one of the following dimensions, that is, 2.1 m width, 2.25 m in height, and 6 m in length, must also be fitted with red lights at the rear, visible to following vehicles, indicating the four corners of their outline. If a vehicle is over 6 m in length, it must additionally have red lights fitted along the lowest edge of its bodywork, at intervals no greater than 1.5 m, and with each light rated at no more than 12 W.
- At the rear of all vehicles, including trailers or towed vehicles, beside the number plate lights, there should be red tail (position) lamps and red reflectors, separate red brake (stop) lights of at least twice the intensity of the tail lamps, and amber/orange indicator/hazard lights. All indicator lamps should flash at least five times in 5 seconds, and should be clearly visible from 50 m in bright sunshine.

- All the above rear lights should be positioned higher than the standard bumper level and at each extremity. Red rear fog lamps and reversing lights should not be over 21 W. Reverse lights should be gear-change actuated, and if not, they must have a bright dashboard-level warning light. There should be no other lights at the rear.
- Any vehicle of an industrial or agricultural nature, including mechanical horses, of any size, shape, or type, if not factory equipped with lights, should be made to comply with the requirements of the article above to the satisfaction of the Commissioner of Police. In addition, the vehicle should have an amber/yellow/orange rotating light (blue police car type) over the driver's cabin or at that height, and on the right-hand side of the centre line of the vehicle. The light is to function at any time when such a vehicle is on the road, whether in use or not.

#### **10.2.7 Hazardous substances**

If your vehicle is a road tanker or is conveying a tank container carrying a prescribed hazardous substance, it must display the required hazard warning panels, which must be kept clear and free from obstruction.

#### **10.2.8 Other vehicle components**

- Ensure your horn is in working order. No pneumatic (air) horns of any description are allowed.
- Ensure your speedometer is in working order.
- Ensure your exhaust system is efficient and its noise is within the acceptable limits.

10.2.9 Seat belts

You **MUST** wear a seat belt if one is available, unless you are exempt. Those exempt from the requirement include the holders of medical exemption certificates and people making local deliveries in a vehicle designed for the purpose.

Seat belt requirements

This table summarises the main requirements for wearing seat belts

	<b>FRONT SEAT</b> (all vehicles)	<b>REAR SEAT</b> (cars, minivans and coaches)	<b>WHO IS RESPONSIBLE</b>
DRIVER	<b>MUST</b> be worn if fitted	<b>MUST</b> be worn if fitted	DRIVER
CHILD under 3 years of age	Appropriate child restraint <b>MUST</b> be worn. If carried in a rearward- facing position, the airbag <b>MUST</b> be deactivated.	Appropriate child restraint <b>MUST</b> be worn.	DRIVER
CHILD aged 3 to 12 and under 1.5 m (about 5 feet) in height	Appropriate child restraint <b>MUST</b> be worn if available. If not, an adult seat belt <b>MUST</b> be worn.	Appropriate child restraint <b>MUST</b> be worn if available. If not, an adult seat belt <b>MUST</b> be worn if available.	DRIVER
PASSENGER over the age of 12	Adult seat belt <b>MUST</b> be worn if available.	Adult seat belt <b>MUST</b> be worn if available.	PASSENGER (if aged 16 years or over)

- You **MUST** wear seat belts in minibuses, large minibuses, and coaches when available.



**136.** The driver **MUST** ensure that all children under 12 years of age in cars, vans, and other goods vehicles wear seat belts or sit in an approved child restraint where required. If a child is under 1.35 m tall, a baby seat, child seat, booster seat, or booster cushion suitable for the child's weight **MUST** be used and fitted according to the manufacturer's instructions.

**137.** Rear-facing baby seats **MUST NOT** be fitted into a seat protected by an active frontal airbag, as in a crash, it can cause serious injury or death to the child.

**138.** Drivers who are carrying children in cars, vans, and other goods vehicles should also ensure that:

- children enter the vehicle through the door nearest the kerb;
- child restraints are properly fitted according to the manufacturer's instructions;
- children do not sit behind the rear seats in an estate car or hatchback, unless a special child seat has been fitted;
- when fitted, child safety door locks are used when children are in the vehicle; and
- children are kept under control.

#### **10.2.10 Tyres**

- Ensure that all tyres have an "E" marking and a number contained within a circle.
- Note that recut tyres are not permitted on passenger vehicles with fewer than eight passenger seats and any vehicle with an unladen weight below 2,450 kg.
- Vehicles fitted with tyres marked with a maximum speed rating must not exceed the speed so marked.
- Tyres should be properly inflated. The tread pattern depth minimum of 1.6 mm applies for a passenger-carrying vehicle with not more than eight passenger seats and goods or dual-purpose vehicles not exceeding 3,500 kg Gross Vehicle Weight (GVW). The 1.0 mm tread pattern depth minimum applies to passenger-carrying vehicles with more than eight passenger seats and goods vehicles weighing over 3,500 kg.
- Tyres should not have bulges, cuts, or internal repairs to the carcass.

- You **MUST NOT** mix tyres of a different type or structure on the same axle.
- A three- or four-wheeled vehicle fitted with single wheels must not have:
  - a cross-ply or bias-belted tyre fitted on the rear axle and a radial-ply tyre fitted on the front axle; or
  - a cross-ply or bias-belted tyre fitted on the front axle and a radial-ply tyre fitted on the rear axle.

#### **NOTE**

Any tyre “type” mix between different axles is acceptable for vehicles that have:

- two axles and twin wheels on the rear axle; or
- three axles, one steering and one driving.

This does not apply to vehicles with an axle fitted with “super single” tyres having a road contact area of at least 300 mm wide.

#### **10.2.11 Mobile phones and in-vehicle technology**

**139.** You **MUST** exercise proper control of your vehicle at all times. You **MUST NOT** use a hand-held mobile phone or similar device capable of interactive communication (such as a tablet) for any purpose when driving or when supervising a learner driver. This ban covers all use of a hand-held interactive communication device, and it applies even when the interactive communication capability is turned off or unavailable. You **MUST NOT** pick up the phone or similar device while driving to dial a number and then put it in the cradle for the duration of the conversation. You **MUST NOT** pick up and use your hand-held phone or similar device while stationary in traffic.

There is an exception to call 119 or 112 in a genuine emergency when it is unsafe or impractical to stop.

Never use a hand-held microphone when driving.

It is far safer not to use any telephone or similar device while you are driving or riding.

Find a safe place to stop and switch off the engine, or use the voicemail facility and listen to messages later.

You MUST NOT:

- wear or use headphones or any other similar device while driving; or
- wear or make use of an in-ear or over-ear hands-free device or any similar device in the ear closest to the window whilst stationary in traffic or while driving any motor vehicle.

**140.** There is a danger of driver distraction being caused by in-vehicle systems, such as satellite navigation systems, congestion warning systems, PCs, multimedia, etc. You MUST exercise proper control of your vehicle at all times. Do not rely on driver assistance systems, such as cruise control or lane departure warnings. They are available to assist, but you should not reduce your concentration levels. Do not be distracted by maps or screen-based information (such as navigation or vehicle management systems) while driving or riding. If necessary, find a safe place to stop.

### 10.2.12 Fitness to drive

**141.** Make sure that you are fit to drive. You **MUST** report to Transport Malta any health condition likely to affect your driving.

- The withdrawal of a driving licence, tag, or category is necessary when the driving licence holder is deemed not fit to drive by either Transport Malta's medical consultant or as flagged by any other medical doctor, consultant, or related institution. At that point, the driving licence (including any tag, category, etc.) must be returned or altered as advised, in accordance with the law, to Transport Malta.
- If the health reasons and/or conditions are temporary, the licence card is kept by Transport Malta until the driver is declared to be fit to drive, after which they may retrieve all driving licence documents.
- Any lifting of medical-related driving restrictions requires fresh medical certification and/or related feedback from a pertinent medical institution, body, or authority before such restrictions can be amended, lifted, or altered in any way.

**142.** Driving when you are tired or in the heat of a summer's day greatly increases your accident risk.

- If you feel sleepy, stop in a safe place.
- The most effective ways to counter sleepiness are to take a short nap (up to 15 minutes) or drink, for example, two cups of strong coffee. Fresh air, exercise, or turning up the radio may help for a short time, but they are not as effective.
- Do not begin your journey if you are tired.
- Avoid long journeys between midnight and 06:00 because your natural alertness is at a minimum during these times.

### Eyesight

**143.** You **MUST** be able to read a vehicle number plate from a distance of 20.5 m (67 feet – about five car lengths) in good daylight. If you need to wear glasses (or contact lenses) to do this, you **MUST** wear them at all times whilst driving.

**144.** At night or in poor visibility, do not use tinted glasses, lenses, or anything that restricts vision.

Slow down or stop if you are dazzled by bright sunlight.

### 10.2.13 Alcohol and drugs

**145. NEVER DRINK AND DRIVE**, as it will seriously affect your judgement and abilities. The following are the prescribed limits:

**(a)** With regard to driving or attempting to drive all vehicles except those mentioned in points (b), (c), or (d):

- (i) 22 µg of alcohol in 100 ml of breath;
- (ii) 50 mg of alcohol in 100 ml of blood; or
- (iii) 67 mg of alcohol in 100 ml of urine.

**(b)** With regard to driving or attempting to drive commercial vehicles:

- (i) 9 µg of alcohol in 100 ml of breath;
- (ii) 20 mg of alcohol in 100 ml of blood; or
- (iii) 27 mg of alcohol in 100 ml of urine.

**(c)** With regard to driving or attempting to drive buses, coaches, and other vehicles carrying passengers for a fee:

- (i) 0 µg of alcohol in 100 ml of breath;
- (ii) 0 mg of alcohol in 100 ml of blood; or
- (iii) 0 mg of alcohol in 100 ml of urine.

**(d)** With regard to persons driving or attempting to drive with only a probationary driving licence:

- (i) 9 µg of alcohol in 100 ml of breath;
- (ii) 20 mg of alcohol in 100 ml of blood; or
- (iii) 27 mg of alcohol in 100 ml of urine.

Any subsequent changes to national legislation will apply and supersede the above.

Alcohol will:

- give you a false sense of your ability to cope;
- reduce your coordination and slow down your reactions;
- affect your judgement of speed, distance, and the risks involved;

- reduce your actual driving ability, even if you are below the legal limit; and
- take time to work through your body – you may still be unfit to drive in the evening if you consumed alcohol at lunchtime, or in the morning after drinking the previous evening. If you plan to drink, arrange alternative means of transport.

You **MUST NEVER** drive under the influence of drugs or reaction-altering medicine. Check the medication information leaflet or ask your doctor or pharmacist. Using banned substances is highly dangerous. Never take them before driving; the effects are unpredictable, but can be even more severe than alcohol and may result in serious or fatal road accidents.

### **10.3 Vehicles Towing and Loading**

No driver shall tow another vehicle unless the distance separating the nearest points of the motor vehicles does not exceed 4.5 m, and steps are taken to make the solid tow bar easily distinguishable to other road users by attaching a white rag. The trailer must be fitted with a secondary coupling device, such as a safety chain. Note that towing a vehicle on a tow rope or chain can be potentially dangerous.

As a driver:

- you **MUST NOT** tow more than your licence permits you to;
- you **MUST NOT** overload your vehicle or trailer;
- check the weights shown in your car's handbook so that you do not tow a weight greater than that recommended by the manufacturer of your vehicle;
- you **MUST** secure your load – it **MUST NOT** stick out in such a manner as to cause a hazard. If your vehicle is narrower than your trailer or load, or your trailer or load obstructs your rearward view, towing mirrors must be used;
- you **MUST** ensure that both your vehicle and your trailer are in a roadworthy condition;
- you **MUST** ensure that when towing a caravan or trailer, the towing vehicle's registration number is displayed at the rear of the caravan or trailer;

- make sure the weight is evenly distributed in your caravan or on your trailer to prevent the possibility of swerving or snaking and going out of control. If this does happen, reduce speed gently to regain control;
- ensure that an “On Tow” sign is affixed and clearly visible at the rear of the towed vehicle. This is highly recommended;
- be aware that reduced speed limits apply;
- be aware that your stopping distance may increase when towing;
- take all the necessary precautions, such as using lights and driving cautiously, when towing another vehicle after dark. Note that carrying a load or pulling a trailer may require you to adjust your headlights; and
- consult the relevant authority in the case of large moving loads and/or vehicles to confirm whether an escort by authorised officers is required.

## 10.4 Moving Off

**146.** Before switching on the engine, ensure that you are properly and comfortably seated and that the seat is firmly locked in position. Check the setting of your rear and side view mirrors, and see that both front and rear screens are clean and unobstructed. Do not leave any articles lying around that are likely to cause reflections in your field of vision. Use demisting on both front and rear screens when necessary. Do not wear shoes or clothing that, by being too loose or too tight-fitting, might interfere with your driving. Protect your eyes from glare if necessary; polarised glasses are particularly helpful in bright sunshine. Adopt a relaxed position, but do not drive with your arm or hand hanging out of the window. Concentrate on your driving and avoid any distractions. Check your blind spot before moving off.

It is advised that, when exiting the vehicle, the driver adopt the Dutch Reach system. This means that the driver reaches across to open the vehicle door with the hand furthest from the door, hence using the LEFT hand. This is a safety measure because the Dutch Reach naturally turns the body towards the window, thus helping the driver spot any approaching cyclists, motorcyclists, or pedestrians. The driver should recommend that other vehicle passengers adopt the same Dutch Reach. In this case, passengers seated on the other side of the vehicle would reach across to open the vehicle door with their RIGHT hand.

### 10.4.1 Signals

**147.** Signals warn and inform other road users, including pedestrians, of your intended actions. You should always:

- give clear signals in plenty of time, having checked that it is not misleading to signal at that time;
- use them to advise other road users before changing course or direction, stopping, or moving off;
- cancel them after use;
- make sure your signals will not confuse others. If, for instance, you want to stop after a side road, do not signal until you are passing the road. If you signal earlier, it may give the impression that you intend to turn onto the road. Your brake lights will warn traffic behind you that you are slowing down; and
- use an arm signal to emphasise or reinforce your signal if necessary. Remember that signalling does not give you priority.

**148.** You should also:

- watch out for signals given by other road users and proceed only when you are satisfied that it is safe; and
- be aware that an indicator on another vehicle may not have been cancelled.

**149.** If there is a crossing or a junction controlled by an authorised person, do not proceed unless you are instructed to do so by the authorised officer.

### 10.4.2 Police stopping procedures

If the police want to stop your vehicle, they will, where possible, attract your attention by:

- flashing blue lights, headlights, or sounding their siren or horn, usually from behind; or
- directing you to pull over to the side by pointing and/or using the left indicator.

You **MUST** then pull over and stop as soon as it is safe to do so. Then switch off your engine.



### 10.4.3 Other stopping procedures

**150.** Authorised officers, such as Transport Malta enforcement officers or community officers, can stop vehicles on all roads. They will attract your attention by flashing amber lights:

- either from the front, requesting you to follow them to a safe place to stop; or
- from behind, directing you to pull over to the side by pointing and/or using the left indicator.

You **MUST** then pull over and stop as soon as it is safe to do so. Then, switch off your engine. It is an offence not to comply with their directions. You **MUST** obey any signals given.

### 10.4.4 Traffic light signals and traffic signs

You **MUST** obey all traffic lights and traffic signs giving orders, including temporary signals and signs. Make sure you know, understand, and act on all other traffic and information signs and road markings.

### 10.4.5 Headlights

**151.** You **MUST**:

- ensure all sidelights and rear registration plate lights are lit between sunset and sunrise;
- use headlights at night, except on roads with lit street lighting, which are generally restricted to a speed limit of 50 km/h; and
- use headlights when visibility is seriously reduced.

Night (the hours of darkness) is defined as the period between half an hour after sunset and half an hour before sunrise.

You **MUST NOT**:

- use any lights in a way that would dazzle or cause discomfort to other road users, including pedestrians, cyclists, and horse riders; or
- use front or rear fog lights unless visibility is seriously reduced. You **MUST** switch them off when visibility improves to avoid dazzling other road users.

In stationary traffic queues, drivers should apply the parking brake and, once the following traffic has stopped, take their foot off the footbrake to deactivate the vehicle's brake lights. This minimises glare for road users behind them until traffic moves again.

### **Dipped headlights**

- At night, in built-up areas, and in dull daytime weather, use dipped headlights, or dim-dip if fitted, to ensure that you can be seen.
- Keep your headlights dipped when overtaking until you are level with the other vehicle and then change to main beam if necessary, unless this would dazzle oncoming road users.
- Slow down, and if necessary, stop if you are dazzled by oncoming headlights.

### **Hazard warning lights**

**152.** These may be used when your vehicle is stationary to warn that it is temporarily obstructing traffic. Never use them as an excuse for dangerous or illegal parking. You **MUST NOT** use hazard warning lights while driving or being towed unless you are on a motorway or unrestricted dual carriageway and you need to warn drivers behind you of a hazard or obstruction ahead. Only use them for long enough to ensure that your warning has been observed.

### **Flashing headlights**

Only flash your headlights to let other road users know that you are there. Do not flash your headlights to convey any other message or intimidate other road users.

**153.** Never assume that flashing headlights are a signal inviting you to proceed. Use your own judgement and proceed carefully.

#### **10.4.6 The horn**

**154.** Use the horn only while your vehicle is moving and you need to warn other road users of your presence. Never sound your horn aggressively. You **MUST NOT** use your horn:

- while stationary on the road; or
- when driving in a built-up area between the hours of 23:00 and 06:00, except when another road user poses a danger.

### **10.5 Control of the Vehicle**

#### **10.5.1 General**

**155.** You **MUST NOT**:

- drive dangerously;
- drive without due care and attention; or
- drive without reasonable consideration for other road users.

Driving requires focus and attention at all times. Remember, you may be driving dangerously or travelling too fast, even if you don't mean to.

**156.** You **MUST NOT** drive on or over a footway, cycle lane, or cycle track except to gain lawful access to property or in the case of an emergency.

**157.** Adapt your driving to suit the type and condition of the road you are on. In particular:

- do not treat speed limits as a target. It is often not appropriate or safe to drive at the maximum speed limit;
- take the road and traffic conditions into account. Be prepared for unexpected or difficult situations. For example, a road may be blocked beyond a blind bend. Be prepared to adjust your speed as a precaution;
- where there are junctions, be prepared for road users emerging;
- on side roads and country lanes, look out for unmarked junctions where nobody has priority;
- be prepared to stop at traffic control systems, roadworks, pedestrian crossings, or traffic lights as necessary;
- try to anticipate what pedestrians and cyclists might do. If pedestrians, particularly children, are looking the other way, they may step out into the road without seeing you;
- when two vehicles going in opposite directions meet in a narrow stretch of road, unless signs indicate otherwise, the one nearest to the wider part of the road must reverse to let the other vehicle pass; and
- when two vehicles going in opposite directions meet on a hill, unless signs indicate otherwise, the vehicle going uphill has priority over the vehicle going downhill.

**158.** Be considerate. Be careful of and considerate towards all types of road users, especially those requiring extra care.

- You **MUST NOT** throw anything out of a vehicle, for example, cigarette ends, cans, paper, or carrier bags. This can endanger other road users, particularly motorcyclists and cyclists.
- Try to be understanding if other road users cause problems; they may be inexperienced or not know the area well.
- Be patient; remember that anyone can make a mistake.
- Do not allow yourself to become agitated or involved if someone is behaving badly on the road. This will only make the situation worse. Pull over, calm down, and continue your journey when you feel relaxed.
- Slow down and hold back if a road user pulls out into your path at a junction. Allow them to get clear. Do not overreact by driving too close behind to intimidate them.

**159.** Safe driving and riding require concentration. Avoid distractions when driving or riding, such as:

- loud music (this may mask other sounds);
- trying to read maps on electronic devices;
- operating multimedia or infotainment equipment;
- arguing with your passengers or other road users;
- eating and drinking; and
- smoking.

The driver **MUST NOT** smoke or allow anyone to smoke in an enclosed private vehicle, including motor caravans, carrying someone under 16.

### 10.5.2 Braking

**160.** In normal circumstances, the safest way to brake is to do so early and lightly. Brake more firmly as you begin to stop. Ease the pressure just before the vehicle comes to rest to avoid a jerky stop.

**161.** In an emergency, brake immediately. Try to avoid braking so harshly that you lock your wheels. Locked wheels can lead to loss of control.

**162.** Skidding is usually caused by the driver braking, accelerating, or steering too harshly or driving too fast for the road conditions. If skidding occurs, remove the cause by releasing the brake pedal fully or easing off the accelerator. Turn the steering wheel in the direction of the skid. For example, if the rear of the vehicle skids to the right, steer immediately to the right to recover.

**163.** If your vehicle is fitted with anti-lock brakes (ABS), you should follow the advice given in the vehicle handbook. However, in case of an emergency, apply the footbrake firmly; do not release the pressure until the vehicle has slowed to the desired speed. The ABS should ensure that steering control is retained, but do not assume that a vehicle with ABS will stop in a shorter distance.

**164.** If you have driven through deep water, your brakes may be less effective. Test them at the first safe opportunity by pushing gently on the brake pedal to make sure that they work. If they are not fully effective, gently apply light pressure while driving slowly. This will help to dry them out.

**165.** The term “coasting” describes a vehicle travelling in neutral or with the clutch pressed down. It can reduce driver control because:

- engine braking is eliminated;
- vehicle speed downhill will increase quickly;
- increased use of the footbrake can reduce its effectiveness;
- steering response will be affected, particularly on bends and corners; and
- it may be more difficult to select the appropriate gear when needed.

### 10.5.3 Speed limits

**166.** You **MUST NOT** exceed the maximum speed limits for the road and for your vehicle (see the Speed Limits table).

Vehicle class	Maximum speed in km/h	
	In towns and villages	Outside towns or villages
(A) Fitted with pneumatic tyres		
Taxi cars	50	80
Motor vehicles for hire	50	80
Self-drive motor vehicles	50	80
Private cars	50	80
Motorcycles	50	80
Motorcycles for hire	50	80
Motor hearses	50	80
Invalid carriages	50	80
Minibuses	40	60
Goods vehicles up to 3 t	40	60
Goods vehicles over to 3 t	40	60
Industrial and agricultural vehicles	20	30
Towing vehicles	20	30
Motor ambulances	No limit	No limit
Fire engines	No limit	No limit
Police and high-level international delegations escorted by the police, the Armed Forces, Corradino Correctional Facility when transporting high-risk inmates or in case of emergency, the Authority's enforcement officers, community officers in case of emergency, and customs vehicles on emergency or priority duty	No limit	No limit
(B) Fitted with solid tyres		
All vehicles	15	20

Locally set speed limits may apply, for example:

- A 30 km/h limit applies in some built-up areas.
- Variable speed limit signs are used on some roads to change the maximum speed limit.
- Vehicle-activated signs related to vehicle speeds are used to alert the driver.
- Speed limits are enforced by the police and local enforcement agents.

**167.** The speed limit is the absolute maximum and does not mean it is safe to drive at that speed, irrespective of conditions. Driving at speeds too fast for the road and traffic conditions is dangerous. You should always reduce your speed when:

- the road layout or condition presents hazards, such as bends;
- sharing the road with pedestrians, cyclists, and horse riders, particularly children, and motorcyclists;
- weather conditions make it safer to do so; and
- driving at night, as it is more difficult to see other road users.

**168.** Any of the above speeds may be restricted by appropriate traffic signs. Ambulances, fire engines, police cars, and other emergency vehicles using sirens, flashing lights, or other appropriate signals are exempt from the above speed limits.

**169.** Unless there are sufficient reasons to the contrary, do not drive at a speed below the average speed of the general traffic flow at the particular place and time.

**170.** Do not hold up a long queue of traffic. If you are driving a large or slow-moving vehicle and the road is narrow or winding, or there is a lot of traffic coming towards you, you **MUST** pull in where you can do so safely so that other vehicles can overtake.

#### **10.5.4 Stopping distances**

You need a certain time to react in an emergency. Your reactions are slower if you are tired, sleepy, dazzled, or if your faculties are in any way impaired. If you feel any signs of strain, slow down and double your caution, and if necessary, stop at the first suitable place until you are rested.

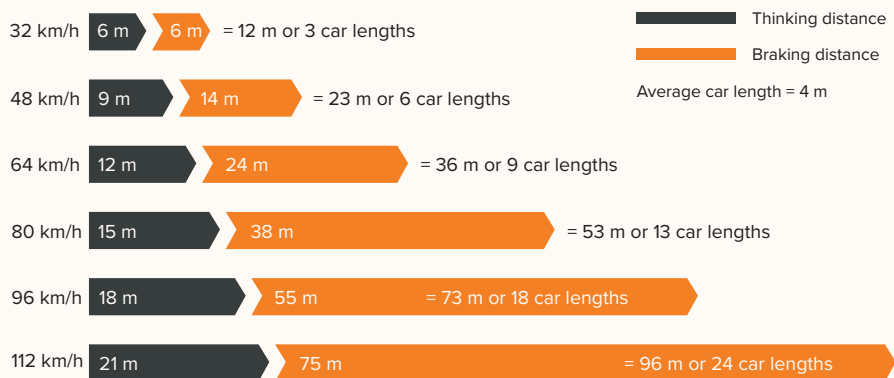


Drive at a speed that will allow you to stop well within the distance you can see to be clear. Remember that your visibility is reduced at corners and over the crests of hills, and that your braking distance is greater downhill or when the road is wet or slippery. You should:

- leave enough space between you and the vehicle in front so that you can pull up safely if it suddenly slows down or stops. The safe rule is never to get closer than the overall stopping distance (see the Typical Stopping Distances diagram shown below);
- allow at least a 2-second gap between you and the vehicle in front on roads carrying faster-moving traffic and in tunnels where visibility is reduced. The gap should be at least doubled on wet roads; and
- remember that heavy vehicles and motorcycles need a greater distance to stop.

#### 171. Shortest stopping distances – in metres

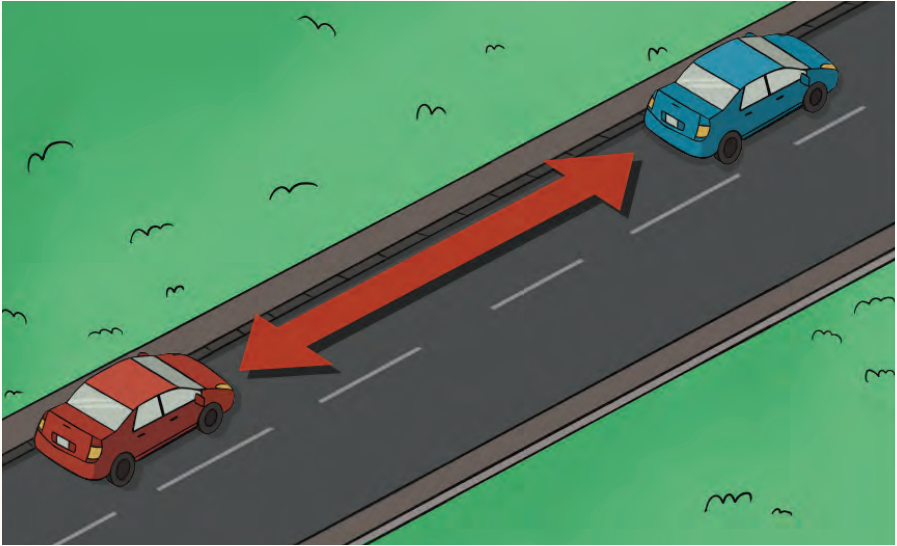
##### Typical stopping distance



172. On a dry road, a good car with good brakes and tyres and an alert driver will stop in the distances shown.

173. Remember, these are the shortest stopping distances. Stopping distances increase greatly with wet and slippery roads, poor brakes and tyres, and a tired driver.

### 10.5.5 Tailgating



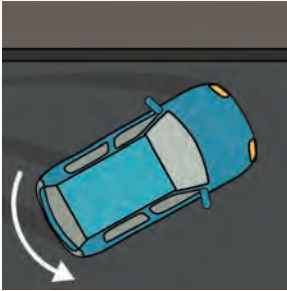
Tailgating is where the gap between you and the vehicle in front is too small for you to be able to stop safely if the vehicle in front suddenly brakes.

Tailgating is dangerous, intimidating, and can cause collisions, especially when driving at speed. Keeping a safe distance from the vehicle in front gives you time to react and stop if necessary. Dangerous and careless driving offences, such as tailgating, are monitored and penalised by the police.

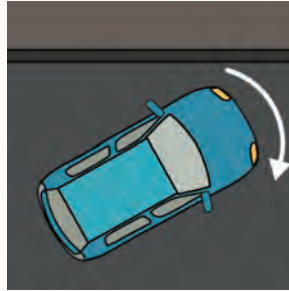
If driving a large vehicle in a tunnel, you should allow a 4-second gap between you and the vehicle in front.

### 10.5.6 Skids

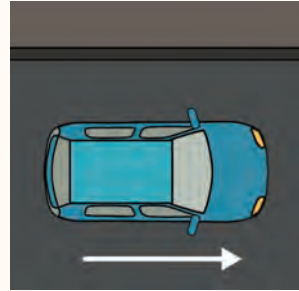
**174.** Skidding is caused by the driver braking, accelerating, or steering too harshly or driving too fast for the road conditions. If skidding occurs, release the brake or accelerator and try to steer smoothly in the direction of the skid. For example, if the rear of the vehicle skids to the right, steer quickly and smoothly to the right to recover.



Rear of car skids  
to the right



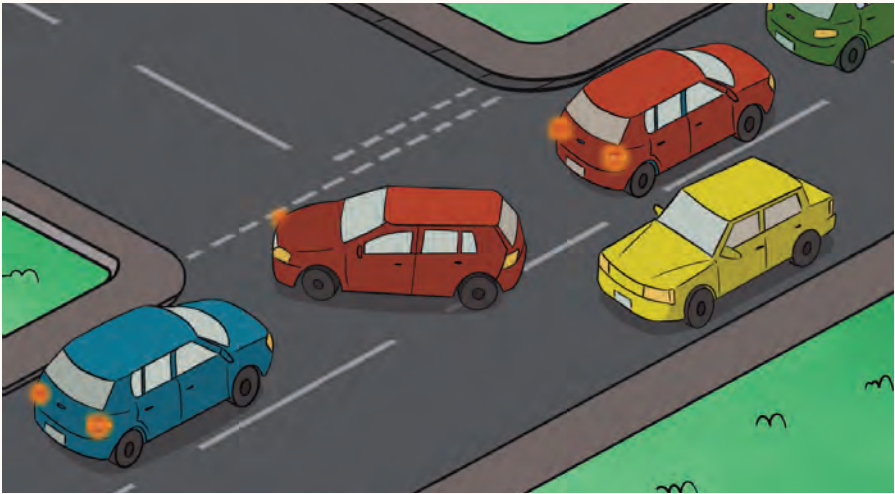
Rear of car skids  
to the left



### 10.5.7 In slow-moving traffic

You should:

- reduce the distance between you and the vehicle ahead to maintain traffic flow;
- never get so close to the vehicle in front that you cannot stop safely;
- leave enough space to be able to manoeuvre if the vehicle in front breaks down or an emergency vehicle needs to get past;
- not change lanes to the left to overtake;
- allow access into and from side roads, as blocking these will add to congestion;
- allow pedestrians and cyclists to cross in front of you; and
- be aware of cyclists and motorcyclists who may be passing on either side.



Do not block access to a side road.

### 10.5.8 The environment

**175.** You **MUST NOT** leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However, it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.

## 10.6 Lines and Lane Markings on the Road

### 10.6.1 Single white line

A **single broken white line**: This marks the centre of the road. Do not cross it unless you can see the road is clear and wish to overtake or turn off.

A **single continuous white line**: This marks the centre of the road. Do not cross it unless it is to reach adjoining premises or a side road, provided that there is no other specific prohibition and that it is safe to do so.

**Lane dividers**: These are short, broken white lines that are used on wide carriageways to divide them into lanes. You should keep between them.

### 10.6.2 Double white lines

**176.** Double white lines where the line nearest to you is broken: This means you may cross the lines to overtake if it is safe, provided you can complete the manoeuvre before reaching a solid white line on your side. White direction arrows on the road indicate that you need to get back onto your side of the road.

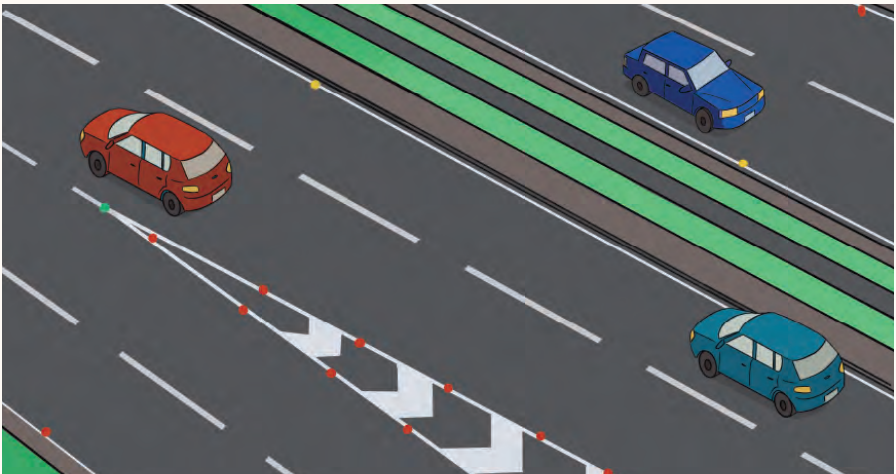
**177.** Double white lines where the line nearest you is solid: This means you **MUST NOT** cross or straddle it unless it is to enter adjoining premises or a side road, provided that there is no other specific prohibition and that it is safe to do so.

### 10.6.3 Chevron markings

**178.** Areas of white diagonal stripes or chevrons are painted on the road to separate traffic lanes or protect traffic turning right.

- If the area is bordered by a broken white line, you should not enter the area unless it is necessary and you can see that it is safe to do so.
- If the area is marked with chevrons and bordered by solid white lines, you **MUST NOT** enter it except in an emergency.
- If the area is marked with chevrons and not bordered by white lines, you may proceed over them at a lower speed since they are intended as a speed reduction measure.

### 10.6.4 Road studs



**179.** Reflective road studs may be used with white lines, on crash barriers, and on median concrete barriers.

- White studs mark the lanes or the middle of the road.
- Red studs mark the left edge of the road.
- Amber studs mark the central reservation of a dual carriageway.
- Green studs mark the edge of the main carriageway at lay-bys and slip roads.
- Green/yellow studs indicate temporary adjustments to lane layouts (e.g. where roadworks are taking place).

## **10.7 Multi-Lane Carriageways**

### **10.7.1 Lane discipline**

**180.** If you need to change lane, first use your mirrors and, if necessary, take a quick sideways glance to make sure you will not force another road user to change course or speed. When it is safe to do so, signal to indicate your intentions to other road users and, when clear, move over.

**181.** You should follow the signs and road markings and get into the lane as directed. In congested road conditions, do not change lanes unnecessarily. Merging in turn is recommended, but only if safe and appropriate when vehicles are travelling at a very low speed (e.g. when approaching roadworks or a road traffic incident). It is not recommended at high speeds.

### **10.7.2 Single and dual carriageways**

When a single carriageway has three or more lanes, use only the lanes that signs or markings indicate.

A dual carriageway is a road that has a central reservation to separate the carriageways.

**182.** On a two-lane dual carriageway you should stay in the left-hand lane. Use the right-hand lane for overtaking or turning right. After overtaking, move back to the left-hand lane when it is safe to do so.

**183.** On a dual carriageway with three or more lanes, you may use the middle lanes or the right-hand lane to overtake, but you should return to the middle lanes and then the left-hand lane when it is safe to do so.

### **10.7.3 Climbing and crawler lanes**

These are provided on some hills. Use this lane if you are driving a slow-moving vehicle or if there are vehicles behind you wishing to overtake. Be aware of the signs and road markings indicating the lane is about to end.

### **10.7.4 Cycle lanes and cycle tracks**

Cycle lanes are shown by road markings and signs. You **MUST NOT** drive or park in a cycle lane marked by a solid white line during its times of operation. Do not drive or park in a cycle lane marked by a broken white line unless it is unavoidable. You **MUST NOT** park in any cycle lane whilst waiting restrictions apply.


You should give way to any cyclists in a cycle lane, including when they are approaching from behind you – do not cut across them when you are turning or changing lanes. Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle lane.

You should give way to cyclists approaching or using the cycle track when you are turning into or out of a junction. Be prepared to stop and wait for a safe gap in the flow of cyclists before crossing the cycle track, which may be used by cyclists travelling in both directions. Remember that cyclists are not obliged to use cycle lanes or cycle tracks.

### **10.7.5 Designated vehicle lanes**

These are shown by road markings and signs that indicate which (if any) other vehicles are permitted to use the lane. Unless otherwise indicated, you should not drive in a priority lane during its period of operation.

**184.** High-occupancy vehicle (HOV) lanes and other designated vehicle lanes may be reserved for particular types of vehicles. These restrictions may apply some or all of the time. The operating times and vehicle types are indicated on the accompanying traffic signs. You **MUST NOT** drive in such lanes during their times of operation unless signs indicate that your vehicle is permitted.

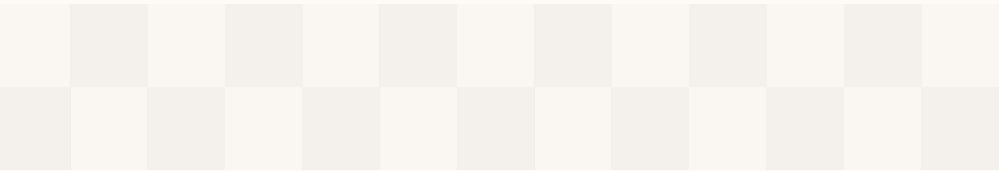


Vehicles permitted to use designated lanes may or may not include cycles, buses, taxis, licensed private hire vehicles, motorcycles, heavy goods vehicles (HGVs), and HOVs. When HOV lanes are in operation, they **MUST ONLY** be used by:

- vehicles containing at least the minimum number of people indicated on the traffic signs; or
- any other vehicle, such as buses and motorcycles, as indicated on signs prior to the start of the lane, irrespective of the number of occupants.

## **10.8 One-Way Streets**

Traffic **MUST** travel in the direction indicated by signs. Buses and/or cycles may have a contraflow lane. Choose the correct lane for your exit as soon as you can. Do not change lanes suddenly. Unless road signs or markings indicate otherwise, you should use:

- the left-hand lane when going left;
  - the right-hand lane when going right; and
  - the most appropriate lane when going straight ahead. Remember – traffic could be passing on both sides.
- 



## 10.9 Driving in Built-up Areas

### 10.9.1 Residential streets

- You should drive slowly and carefully, especially on roads without footways and where there are likely to be pedestrians, cyclists, or parked cars. In some areas, a 30 km/h maximum speed limit may be in force. Look out for:
- vehicles emerging from junctions or driveways;
- vehicles moving off;
- car doors opening;
- pedestrians;
- children running out from between parked cars; and
- cyclists and motorcyclists.

### 10.9.2 Traffic-calming measures

On some roads, there are features, such as road humps, chicanes, chevron markings, anti-skid material, rumble strips, dragon's teeth, and narrowings, which are intended to slow you down. When you approach these features, reduce your speed. Allow cyclists and motorcyclists room to pass through them. Maintain a reduced speed throughout the entire stretch of road with traffic-calming measures. Give way to oncoming road users if directed to do so by signs. You should not overtake other moving road users while in these areas.

### 10.9.3 Country roads

**185.** Take extra care on country roads and reduce your speed at approaches to bends, which can be sharper than they appear, and at junctions and turnings, which may be partially hidden. Be prepared for pedestrians, horse riders, cyclists, slow-moving farm vehicles, or loose material on the road surface. Make sure you can stop within the distance you can see to be clear. You should also reduce your speed where country roads enter villages.

#### 10.9.4 Single-track roads

These are only wide enough for one vehicle. They may have special passing places. If you see a vehicle coming towards you, or the driver behind wants to overtake, pull into a passing place on your left, or wait opposite a passing place on your right. Give way to vehicles coming uphill whenever you can. If necessary, reverse until you reach a passing place to let the other vehicle pass. Slow down when passing pedestrians, cyclists, and horse riders.

**186.** Do not park in passing places.

### 10.10 Vehicles Prohibited From Using Roads and Footways

**187.** Certain motorised vehicles do not meet the construction and technical requirements for road vehicles and are generally not intended, not suitable, and not legal for road, footway, or cycle path use.

**188.** Certain models of motorcycles, motor tricycles, and quadricycles (also called quad bikes) are suitable only for off-road use and do not meet legal standards for use on roads. Vehicles that do not meet these standards **MUST NOT** be used on roads, footways, or cycle lanes. You **MUST** make sure that any motorcycle, motor tricycle, quadricycle, or any other motor vehicle meets legal standards and is properly registered, taxed, and insured before using it on the roads. Even when registered, taxed, and insured for the road, vehicles **MUST NOT** be used on footways.

### 10.11 Moving on the Road

#### 10.11.1 Once moving

You should:

- keep to the left, unless road signs or markings indicate otherwise. The exceptions are when you want to overtake, turn right, or pass parked vehicles or pedestrians on the road;
- keep well to the left on right-hand bends. This will improve your view of the road and help avoid the risk of colliding with traffic approaching from the opposite direction;

- drive or ride with both hands on the wheel or handlebars, where possible. This will help you to remain in full control of the vehicle at all times. You may use driver assistance systems while you are driving. Make sure you use any system according to the manufacturer's instructions;
- be aware of other road users, especially cyclists and motorcyclists, who may be filtering through the traffic. These are more difficult to see than larger vehicles, and their riders are particularly vulnerable. Give them plenty of room, especially if you are driving a long vehicle or towing a trailer. You should give way to cyclists when you are changing direction or lane – do not cut across them;
- select a lower gear before you reach a long downhill slope. This will help to control your speed; and
- when towing, remember the extra length will affect overtaking and manoeuvring. The extra weight will also affect braking and acceleration.

### 10.11.2 Using mirrors

All mirrors should be used effectively throughout your journey. You should:

- use your mirrors frequently so that you always know what is behind and to each side of you;
- use them in good time before you signal or change direction or speed; and
- be aware that mirrors do not cover all areas, and there will be blind spots.

You will need to look round and check.

**Remember: Mirrors – Signal – Manoeuvre**

### 10.11.3 Overtaking

**189.** Before overtaking, you should make sure that:

- the road is sufficiently clear ahead;
- road users are not beginning to overtake you; and
- there is a suitable gap in front of the road user you plan to overtake.

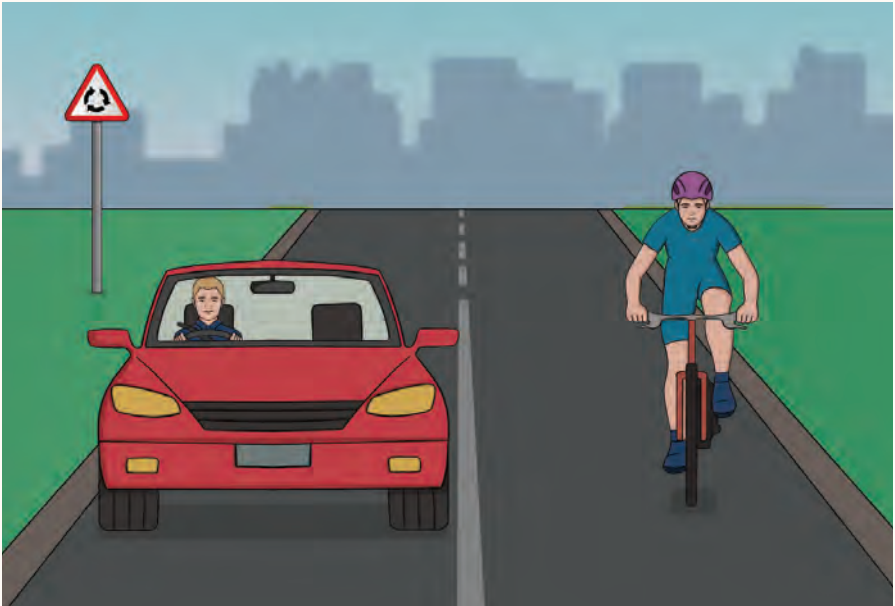
## **Overtake only when it is safe and legal to do so.**

You should:

- not get too close to the vehicle you intend to overtake;
- use your mirrors, signal when it is safe to do so, take a quick sideways glance if necessary into the blind spot area, and then start to move out;
- not assume that you can simply follow a vehicle ahead which is overtaking, as there may only be enough room for one vehicle;
- move quickly past the vehicle you are overtaking, once you have started to overtake, allowing plenty of room, and then move back to the left as soon as you can without cutting in;
- take extra care at night and in poor visibility when it is harder to judge speed and distance;
- give way to oncoming vehicles before passing parked vehicles or other obstructions on your side of the road;
- only overtake on the left if the vehicle in front is signalling to turn right, and there is room to do so;
- stay in your lane if traffic is moving slowly in queues. If the queue on your right is moving more slowly than you are, you may pass on the left. Cyclists may pass slower-moving or stationary traffic on their right or left and should proceed with caution, as the driver may not be able to see them. Be especially careful on the approach to junctions and when deciding whether it is safe to pass lorries or other large vehicles; and
- give motorcyclists, cyclists, horse riders, and horse-drawn vehicles space as follows:
  - Leave at least 1.5 m when overtaking cyclists at speeds of up to 50 km/h, and give them more space when overtaking at higher speeds.
  - Pass horse riders and horse-drawn vehicles at speeds under 10 km/h and allow at least 2 m of space.

- Allow at least 2 m of space and keep to a low speed when passing a pedestrian who is walking on the road (for example, when there is no footway).
- Take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse-drawn vehicles, and pedestrians in bad weather (including high winds) and at night.
- You should wait behind the motorcyclist, cyclist, horse rider, horse-drawn vehicle, or pedestrian and not overtake if it is unsafe or not possible to meet these clearances.

### **Remember: Mirrors – Signal – Manoeuvre**



Give space to vulnerable road users.

### 190. You MUST NOT overtake:

- if you would have to cross or straddle double white lines where the line nearest to you is solid;
- if you would have to enter an area designed to divide traffic, which is surrounded by a solid white line;
- the vehicle closest to a pedestrian crossing, especially when it has stopped to let pedestrians cross;
- if you would have to enter a lane reserved for public transport vehicles or cycles during its hours of operation; or
- after a “No Overtaking” sign and until you pass a sign cancelling the restriction.

**191.** DO NOT overtake if there is any doubt, or where you cannot see far enough ahead to be sure it is safe. For example, when you are approaching:

- a corner or bend;
- a hump bridge; or
- the brow of a hill or a hidden dip.

**192.** DO NOT overtake where you might come into conflict with other road users. For example:

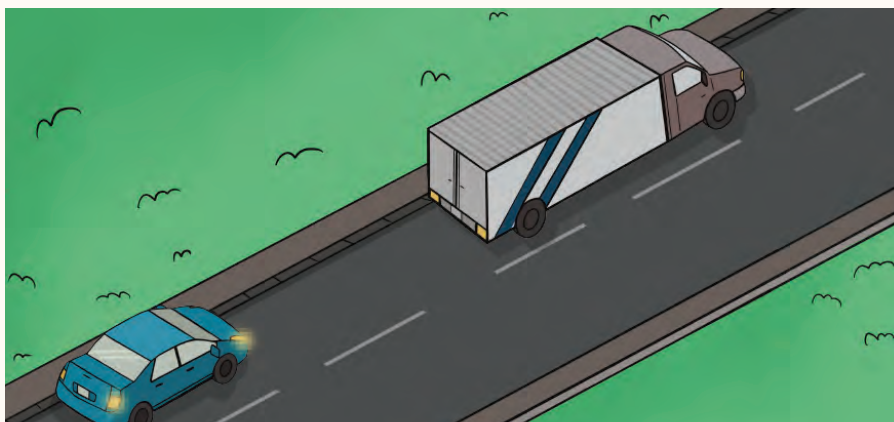
- When approaching or at a road junction on either side of the road.
- Where the road narrows.
- When approaching a school crossing.
- On the approach to crossing facilities.
- When a vehicle ahead is slowing to stop for a pedestrian who is crossing from a pedestrian island.
- Do not overtake school transport vehicles that have the ORANGE SCHOOL TRANSPORT sticker on the vehicle.
- Between the kerb and a public transport vehicle when it is at a stop.
- When traffic is queuing at junctions or roadworks.

- When you would force another road user to swerve or slow down.
- When a road user is indicating right, even if you believe the signal should have been cancelled. Do not take a risk; wait for the signal to be cancelled.
- Stay behind if you are following a cyclist approaching a roundabout or junction, and you intend to turn left. Do not cut across cyclists going ahead, including those using cycle lanes and cycle tracks.
- Stay behind if you are following a horse rider or horse-drawn vehicle approaching a roundabout or junction, and you intend to turn left. Do not cut across a horse rider or a horse-drawn vehicle going ahead.

#### **10.11.4 Large vehicles**

Overtaking these is more difficult. You should:

- drop back. This will increase your ability to see ahead and should allow the driver of the large vehicle to see you in their mirrors. Getting too close to large vehicles, including agricultural vehicles such as a tractor with a trailer or other fixed equipment, will obscure your view of the road ahead, and there may be another slow-moving vehicle in front;
- make sure that you have enough room to complete your overtaking manoeuvre before committing yourself. It takes longer to pass a large vehicle. If in doubt, do not overtake; and
- never assume you can follow a vehicle ahead which is overtaking a long vehicle. If a problem develops, they may abort overtaking and pull back in.



### 10.11.5 Being overtaken

If a driver is trying to overtake you, maintain a steady course and speed, slowing down if necessary to let the vehicle pass. Never obstruct drivers who wish to pass. Speeding up or driving unpredictably while someone is overtaking you is dangerous. Drop back to maintain a 2-second gap if someone overtakes and pulls into the gap in front of you.

**193.** Do not hold up a long queue of traffic, especially if you are driving a large or slow-moving vehicle. Check your mirrors frequently, and if necessary, pull in where it is safe and let traffic pass.

### 10.12 Road Junctions

**194.** Take extra care at junctions. You should:

- watch out for cyclists, motorcyclists, and pedestrians, including powered wheelchair/mobility scooter users, as they are not always easy to see. Be aware that they may not have seen or heard you if you are approaching from behind;
- give way to pedestrians crossing or waiting to cross a road into which or from which you are turning. If they have started to cross, they have priority, so give way;
- remain behind cyclists, horse riders, horse-drawn vehicles, and motorcyclists at junctions, even if they are waiting to turn and are positioned close to the kerb;
- watch out for long vehicles that may be turning at a junction ahead – they may have to use the whole width of the road to make the turn;
- watch out for horse riders who may take a different line on the road than you might expect;
- never assume, when waiting at a junction, that a vehicle coming from the right and signalling left will actually turn. Wait and make sure; and
- look all around before emerging. Do not cross or join a road until there is a gap large enough for you to do so safely.





Give way to pedestrians who have started to cross.

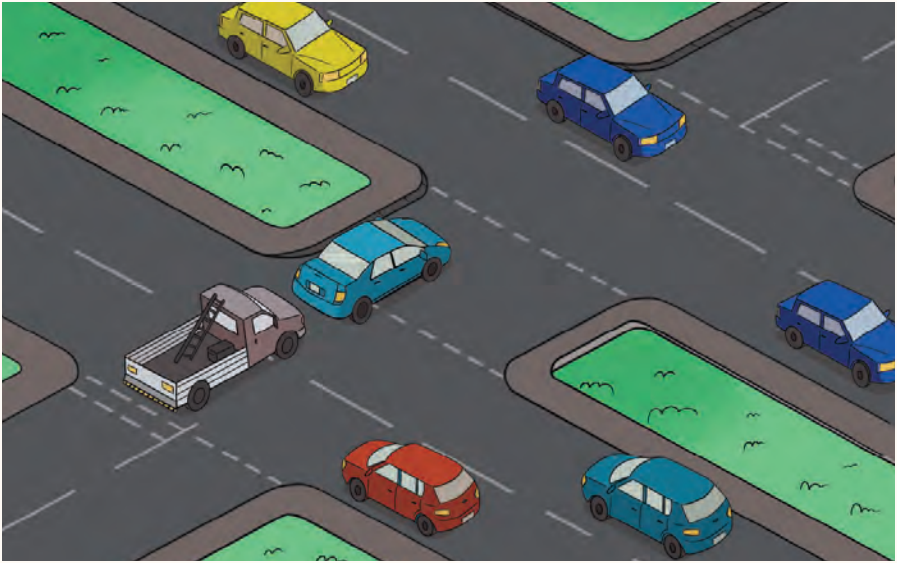
**195.** You **MUST** stop behind the line at a junction with a “Stop” sign and a solid white line across the road. Wait for a safe gap in the traffic before you move off.

**196.** The approach to a junction may have a “Give Way” sign or a triangle marked on the road. You **MUST** give way to traffic on the main road when emerging from a junction with broken white lines across the road.

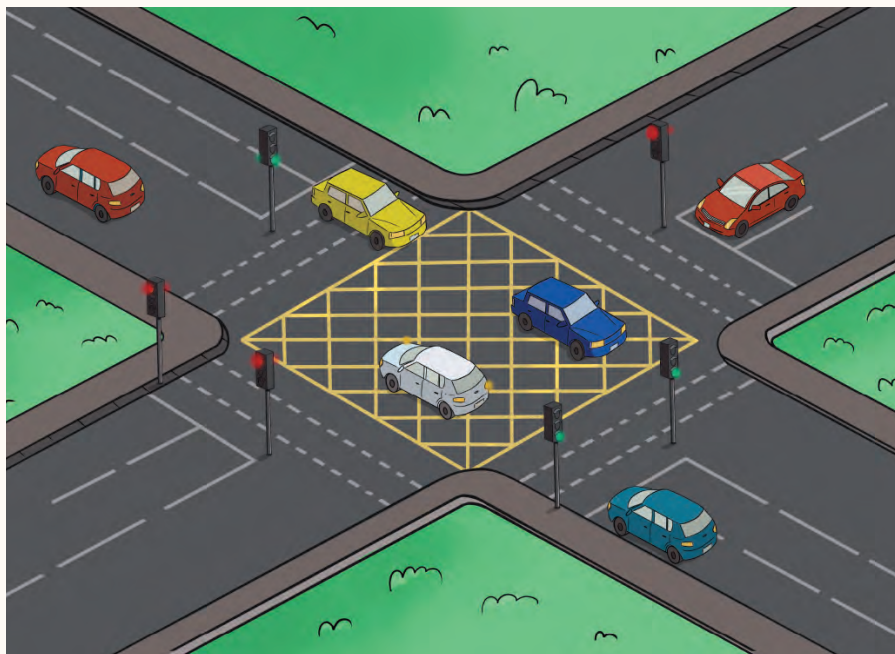
#### **10.12.1 Junctions on dual carriageways**

When crossing or turning right, first assess whether the central reservation is deep enough to protect the full length of your vehicle.

- If it is, then you should treat each half of the carriageway as a separate road. Wait in the central reservation until there is a safe gap in the traffic on the second half of the road.
- If the central reservation is too shallow for the length of your vehicle, wait until you can cross both carriageways in one go.



**197.** Box junctions – These have criss-cross yellow lines painted on the road. You **MUST NOT** enter the box until your exit road or lane is clear. However, you may enter the box and wait when you want to turn right and are only stopped from doing so by oncoming traffic or other vehicles waiting to turn right. At signalled roundabouts, you **MUST NOT** enter the box unless you can cross over it completely without stopping.



### 10.12.2 Junctions controlled by traffic lights

**198.** You **MUST** stop behind the white “Stop” line across your side of the road unless the light is green. If the amber light appears, you may go on only if you have already crossed the stop line or are so close to it that to stop might cause a collision.

**199.** You **MUST NOT** move forward over the white line when the red light is showing. Only go forward when the traffic lights are green, if there is room for you to clear the junction safely, or you are taking up a position to turn right. If the traffic lights are not working, treat the situation as you would an unmarked junction and proceed with great care.

## 200. Light signals controlling traffic



Keep the crossing clear.

## 201. Traffic light signals



**RED** means "Stop". Wait behind the stop line on the carriageway.



**RED** and **AMBER** also mean "Stop". Do not pass through or start moving until **GREEN** shows.



**GREEN** means you may go on if the way is clear. Take special care if you intend to turn left or right, and give way to pedestrians who are crossing.



**AMBER** means "Stop" at the stop line. You may go on only if the **AMBER** light appears after you have crossed the stop line or are so close to it that pulling up might cause an accident.



**FLASHING AMBER** alone means "Proceed with caution".

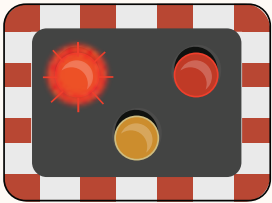


A **GREEN ARROW** may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. If the way is clear, you may go, but only in the direction shown by the arrow. You may do this regardless of what other lights may be showing.

Traffic signals designed for cyclists, which show the bicycle symbol, operate in the same way as standard traffic light signals, and the cyclist is to abide by the same lighting sequence.

**202. Flashing red lights**

Alternative flashing red lights mean  
YOU MUST STOP.



STOP when the  
traffic lights show.

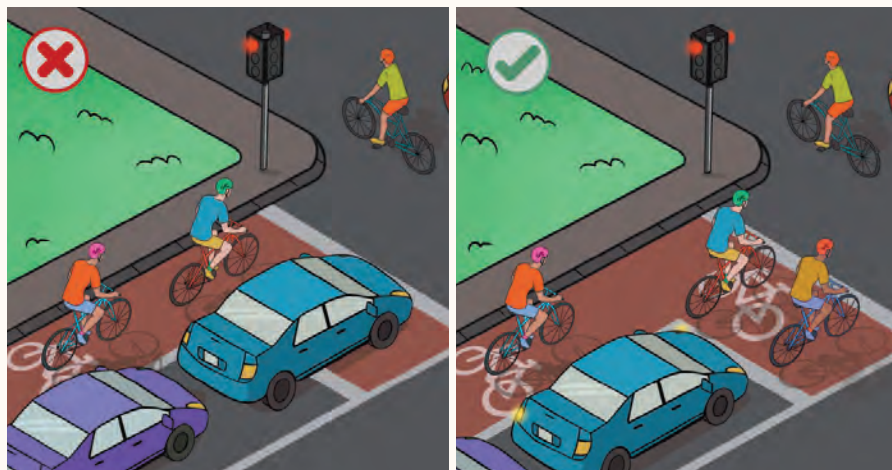
**203. Green filter arrow**

This indicates a filter lane only. Do not enter that lane unless you want to go in the direction of the arrow. You may proceed in the direction of the green arrow when it, or the full green light, shows. Give other traffic, especially cyclists, time and room to move into the correct lane.

## 204. Advanced stop lines

Some signal-controlled junctions have advanced stop lines to allow cyclists to be positioned ahead of other traffic. Motorists, including motorcyclists, **MUST** stop at the first white line reached if the lights are amber or red and should avoid blocking the way or encroaching on the marked area at other times (e.g. if the junction ahead is blocked). If your vehicle has proceeded over the first white line at the time that the signal goes red, you should stop as soon as possible and **MUST** stop at the second white line. Allow cyclists, including any moving or waiting alongside you, enough time and space to move off when the green signal shows.

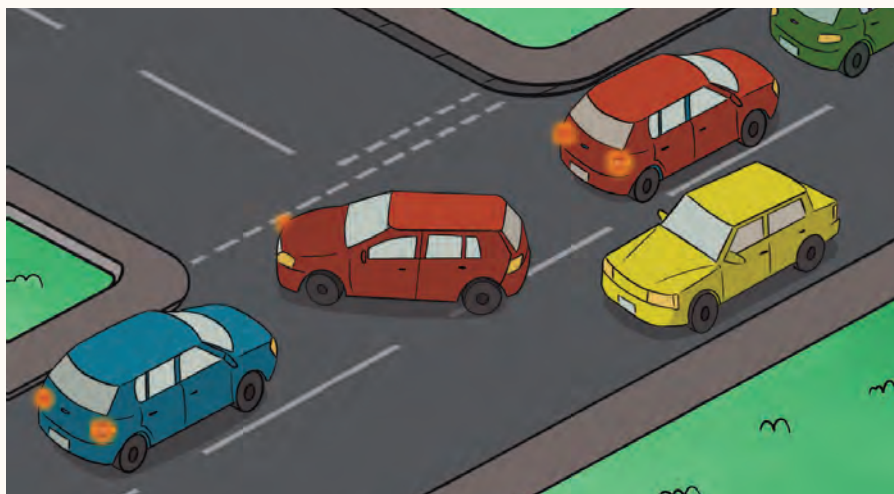
Drivers of large vehicles should stop sufficiently far behind the first white line so that they can see the whole area where cyclists may be waiting, allowing for any blind spot in front of the vehicle.



Do not unnecessarily encroach on the cyclists waiting area.

### 10.12.3 Changing direction

**205.** Signals alert other road users, including pedestrians, to your intended actions.



Do not block access to a side road.

**You should:**

- give clear signals in plenty of time, after establishing that it is not misleading to signal at that time;
- signal before changing course or direction (either to the left or right), stopping, or moving off;
- always check they are cancelled after use;
- make sure your signals do not confuse others. If, for instance, you want to stop after a side road, do not signal until you are passing the road. If you signal earlier, it may give the impression that you intend to turn onto the road. Your brake lights will warn traffic behind you that you are slowing down;
- use an arm signal to emphasise your signal if necessary. Remember that signalling does not give you priority;

- watch out for signals given by other road users and proceed only when you are satisfied that it is safe; and
- be aware that an indicator on another vehicle may not have been cancelled.

**206.** You **MUST** obey signals given by authorised officers and signs used by school crossing patrols.

**207.** Before changing direction, reduce speed and keep an eye on the traffic behind you by glancing in your mirror.

**208.** In roads with more than one lane on each side, never switch abruptly to the right if you are on the left-hand lane, nor abruptly to the left if you are proceeding along the right-hand lane.

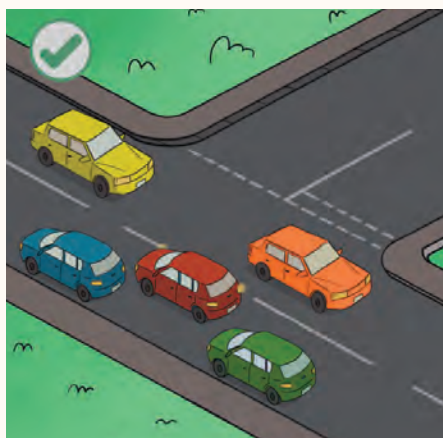
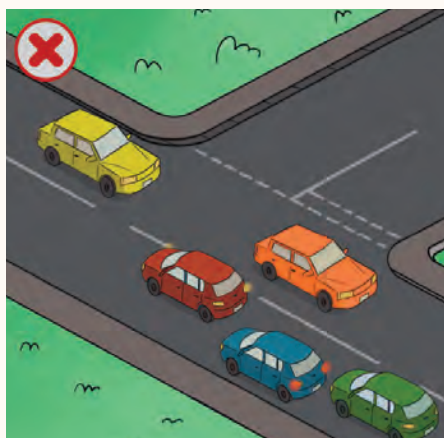
### **Turning right**

**209.** Well before you turn right, you should:

- use your mirrors to make sure you know the position and movement of traffic behind you;
- give a right-turn signal;
- take up a position just left of the middle of the road or in the space marked for traffic turning right; and
- leave room for other vehicles to pass on the left, if possible.

**210.** Wait until there is a safe gap between you and any oncoming vehicle. Watch out for cyclists, motorcyclists, pedestrians, and other road users. Check your mirrors and blind spot again to make sure you are not being overtaken, then make the turn. Do not cut the corner. Take great care when turning onto a main road; you will need to watch for traffic in both directions and wait for a safe gap.

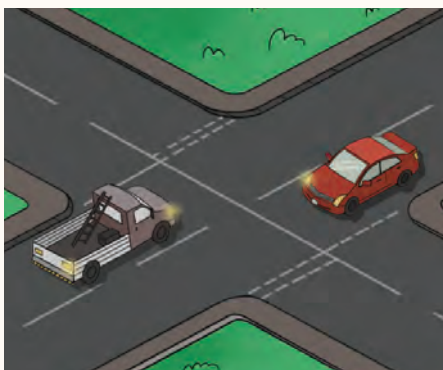
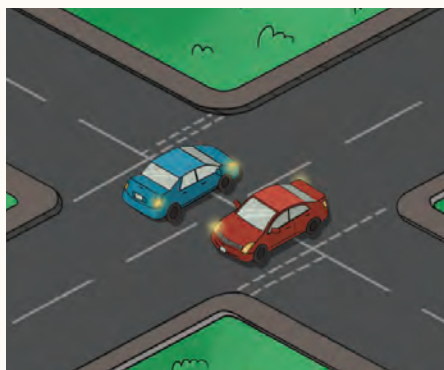




Position your vehicle correctly to avoid obstructing traffic.

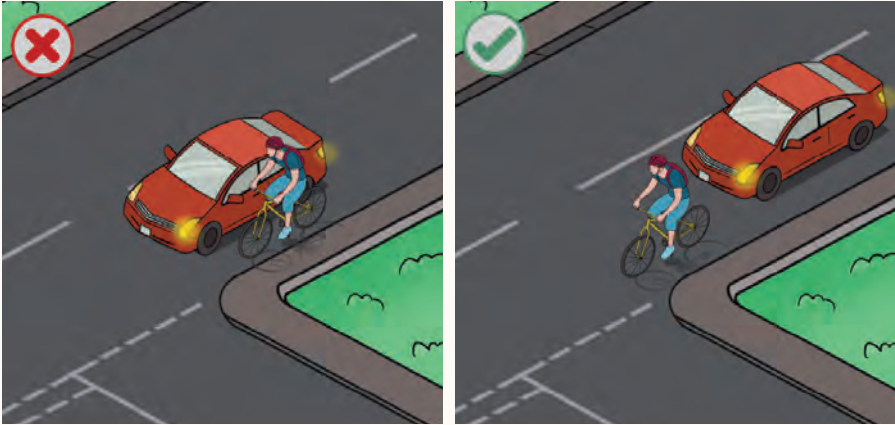
**211.** When turning right at a crossroads where an oncoming vehicle is also turning right, there is a choice of two methods:

- Turn right side to right side; keep the other vehicle on your right and turn behind it. This is generally the safer method as you have a clear view of any approaching traffic when completing your turn.
- Left side to left side, turning in front of each other. This can block your view of oncoming vehicles, so take extra care. Cyclists and motorcyclists in particular may be hidden from your view. Road layout, markings, or how the other vehicle is positioned can determine which course should be taken.



## Turning left

**212.** Use your mirrors and give a left-turn signal well before you turn left. Do not overtake just before you turn left, and watch out for traffic coming up on your left before you make the turn, especially if driving a large vehicle. Cyclists, motorcyclists, and other road users, in particular, may be hidden from your view.

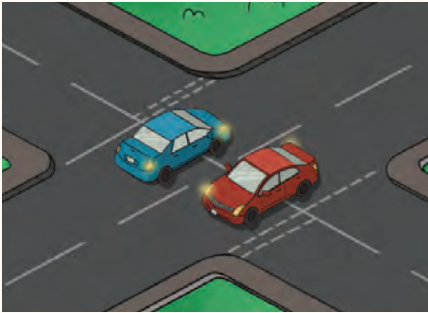


**213.** When turning:

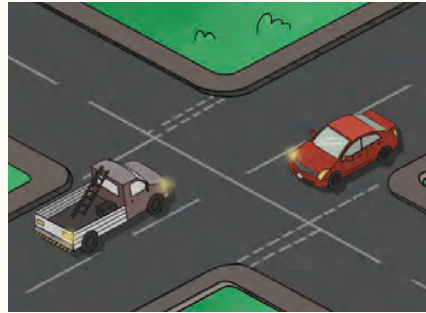
- keep as close to the left as is safe and practicable; and
- give way to any vehicles using a bus priority lane, cycle lane, or cycle track from either direction, including when they are passing slow-moving or stationary vehicles on either side.

## Right of way

- Unless otherwise indicated, traffic on the major road has the right of way over traffic crossing, joining, or leaving the major road.



Turning right side to right side



Turning left side to left side

- At an intersection or junction of a major road and a minor road, traffic on the latter road should give way to traffic on or coming off the major road.
- At the intersection or junction of roads of equivalent traffic importance, where vehicles approach the intersection or point of junction simultaneously, priority should, unless otherwise indicated, be accorded to vehicles on the right. However, at T-junctions, the through road has priority over the branch road.
- Do not carry out any manoeuvre, even with the use of signals, that may force other traffic to slow down or stop abruptly.

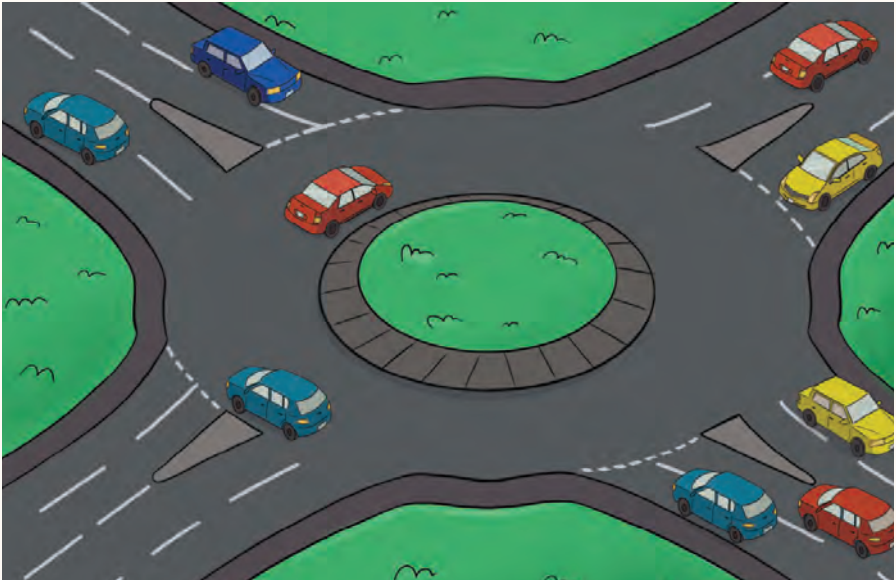
#### 10.12.4 Roundabouts

**214.** On approaching a roundabout, take notice and act on all the information available to you, including traffic signs, traffic lights, and lane markings, which direct you into the correct lane. You should:

- use Mirrors – Signal – Manoeuvre at all stages;
- decide which exit you need to take as early as possible;
- give an appropriate signal. Time your signals so as not to confuse other road users;
- get into the correct lane;
- adjust your speed and position to fit in with traffic conditions; and
- be aware of the speed and position of all the road users around you.

**215.** When reaching the roundabout, you should:

- give priority to traffic approaching from your right, unless directed otherwise by signs, road markings, or traffic lights;
- check whether road markings allow you to enter the roundabout without giving way. If so, proceed, but still look to the right before joining;
- watch out for all other road users already on the roundabout, keeping in mind that they may not be signalling correctly or at all; and
- look forward before moving off to make sure traffic in front has moved off.



**216. Signals and position**

When taking the first exit to the left, unless signs or markings indicate otherwise:

- signal left and approach in the left-hand lane; and
- keep to the left on the roundabout and continue signalling left to leave.

When taking an exit to the right or going full circle, unless signs or markings indicate otherwise:

- signal right and approach in the right-hand lane;
- keep to the right on the roundabout until you need to change lanes to exit the roundabout; and
- signal left after you have passed the exit before the one you want.

When taking any intermediate exit, unless signs or markings indicate otherwise:

- select the appropriate lane on approach to the roundabout;
- stay in this lane until you need to alter course to exit the roundabout; and
- signal left after you have passed the exit before the one you want.

You should not normally need to signal on approach.

When there are more than three lanes at the entrance to a roundabout, use the most appropriate lane on approach and through it.

You should give priority to cyclists on the roundabout. They will be travelling more slowly than motorised traffic. Give them plenty of room and do not attempt to overtake them within their lane. Allow them to move across your path as they travel around the roundabout.

Cyclists, horse riders, and horse-drawn vehicles may stay in the left-hand lane when they intend to continue across or around the roundabout and should signal right to show you they are not leaving the roundabout. Drivers should take extra care when entering a roundabout to ensure that they do not cut across cyclists, horse riders, or horse-drawn vehicles in the left-hand lane, who are continuing around the roundabout.

**217.** In all cases, watch out for and give plenty of room to:

- pedestrians who may be crossing the approach and exit roads;
- traffic crossing in front of you on the roundabout, especially vehicles intending to leave by the next exit;
- traffic that may be straddling lanes or positioned incorrectly;

- motorcyclists; and
- long vehicles (including those towing trailers). These might have to take a different course or straddle lanes, either approaching or on the roundabout, because of their length. Watch out for their signals.

### **218. Mini-roundabouts**

Approach these in the same way as normal roundabouts. All vehicles **MUST** pass around the central markings except large vehicles, which are physically incapable of doing so. Remember, there is less space to manoeuvre and less time to signal. Avoid making U-turns at mini-roundabouts. Beware of others doing this.

At double mini-roundabouts, treat each roundabout separately and give way to traffic from the right.

### **219. Spiral roundabouts**

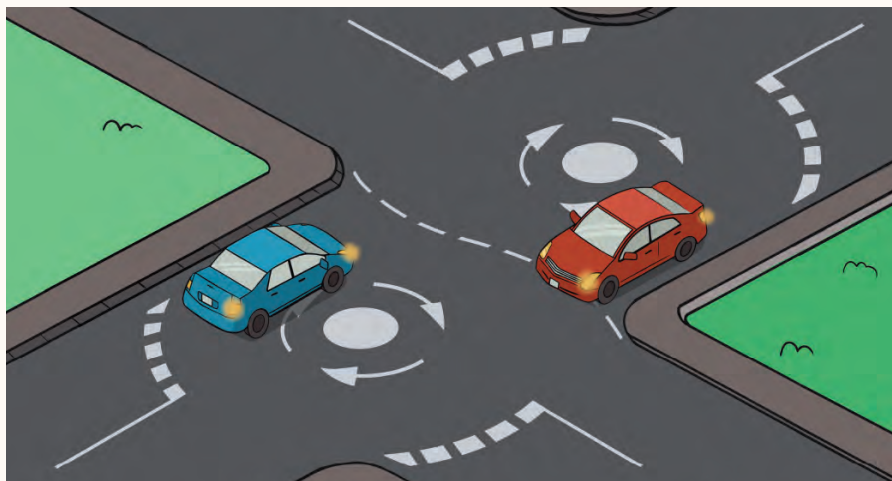
A spiral roundabout has lanes that spiral outwards from the centre. Each approach lane has a designated exit. The road markings guide the driver to keep to the correct lane and proceed towards the exit. It is important that the driver is in the correct approach lane. If the driver intends to turn left (first exit), the driver is to keep to the left lane. If the driver is to go straight on (second exit) or turn right (third or subsequent exit), the driver moves in the lanes located to the right.

Safety procedure:

- Check your rear and side view mirrors for traffic in your vicinity.
- Use the indicators to show your intended direction well before reaching the roundabout.
- Position yourself in the correct approach lane based on where you intend to exit the roundabout.
- Adjust your speed on the approach to the roundabout.
- Give way to traffic from your right as you enter the roundabout.
- Stay in your lane on the roundabout. The spiral will guide you to your exit.
- Keep a safe distance from the vehicle in front.
- Be aware that larger vehicles may need more manoeuvring space and might straddle lanes.
- Always watch out for pedestrians and cyclists.

## 220. Multiple roundabouts

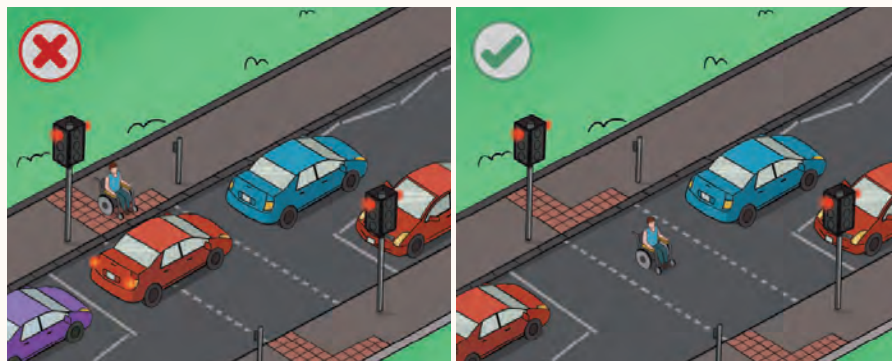
At some complex junctions, there may be a series of mini-roundabouts at each intersection. Treat each mini-roundabout separately and follow the normal rules.



## 10.13 Pedestrian Crossings

**221.** You **MUST NOT** park on a crossing or in the area covered by the zigzag lines. You **MUST NOT** overtake the moving vehicle nearest the crossing or the vehicle nearest the crossing that has stopped to give way to pedestrians.

**222.** In slow-moving and queuing traffic, you should keep crossings completely clear, as blocking these makes it difficult and dangerous for pedestrians to cross. You should not enter a pedestrian crossing if you are unable to completely clear the crossing. Similarly, you should not block advanced stop lines for cycles.



Keep the crossing clear.

**223.** You should take extra care when the view of either side of the crossing is blocked by queuing traffic or incorrectly parked vehicles. Pedestrians may be crossing between stationary vehicles.

**224.** Allow pedestrians plenty of time to cross and do not harass them by revving your engine or edging forward.

### **10.13.1 Zebra and parallel crossings**

As you approach a zebra crossing:

look out for pedestrians waiting to cross and be ready to slow down or stop to let them cross;

you should give way to pedestrians waiting to cross;

you **MUST** give way when a pedestrian has moved onto a crossing;

allow more time for stopping on wet roads;

do not wave, flash your lights, or use your horn to invite pedestrians across – this could be dangerous if another vehicle is approaching;

be patient – do not sound your horn or rev your engine, as this can be intimidating; and

be aware of pedestrians approaching from the side of the crossing.

A zebra crossing with a central island is two separate crossings. Parallel crossings are similar to zebra crossings, but include a cycle route alongside the black and white stripes.

As you approach a parallel crossing:

- look out for pedestrians or cyclists waiting to cross and be ready to slow down or stop to let them cross;
- you should give way to pedestrians or cyclists waiting to cross;
- you **MUST** give way when a pedestrian or cyclist has moved onto a crossing;
- allow more time for stopping on wet roads;
- do not wave, flash your lights, or use your horn to invite pedestrians or cyclists across – this could be dangerous if another vehicle is approaching;
- be patient – do not sound your horn or rev your engine, as this can be intimidating; and
- be aware of pedestrians or cyclists approaching from the side of the crossing.

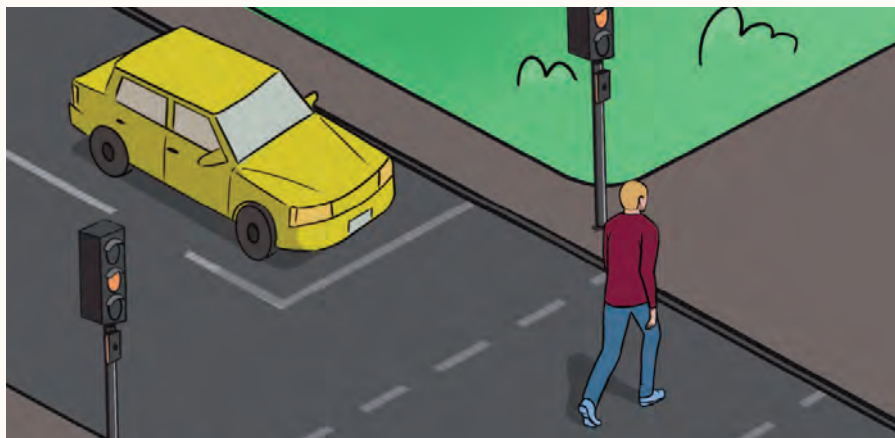
A parallel crossing with a central island is two separate crossings.



### 10.13.2 Signal-controlled crossings

#### 225. Pelican crossings

These are signal-controlled crossings where flashing amber follows the red “Stop” light. You **MUST** stop when the red light shows. When the amber light is flashing, you **MUST** give way to any pedestrians on the crossing. If the amber light is flashing and there are no pedestrians on the crossing, you may proceed with caution.



**226.** Pelican crossings that go straight across the road are one crossing, even when there is a central island. You **MUST** wait for pedestrians who are crossing from the other side of the island.

**227.** Give way to anyone still crossing after the signal for vehicles has changed to green. This advice applies to all crossings.

#### 228. Toucan and puffin crossings

These are similar to pelican crossings, but there is no flashing amber phase; the light sequence for traffic at these three crossings is the same as at traffic lights. If the signal-controlled crossing is not working, proceed with extreme caution. Do not enter the crossing if you are unable to completely clear it, to avoid obstructing pedestrians, cyclists, or horse riders.

## 10.14 Reversing

**229.** Choose an appropriate place to manoeuvre. If you need to turn your vehicle around, wait until you find a safe place. Try not to reverse or turn around on a busy road; find a quiet side road or drive around a block of side streets.

**230.** Do not reverse from a side road into a main road. When using a driveway, reverse in and drive out if you can.



**231.** Look carefully before you start reversing. You should:

- use all your mirrors;
- check the “blind spot” behind you (the part of the road you cannot see easily in the mirrors);
- check there are no pedestrians (particularly children), cyclists, other road users, or obstructions in the road behind you; and
- reverse slowly while:
  - checking all around;
  - looking mainly through the rear window; and
  - being aware that the front of your vehicle will swing out as you turn.

**232.** You **MUST NOT** reverse your vehicle further than necessary.

## 10.15 Road Users Requiring Extra Care

Rules for road users requiring extra care, including pedestrians, motorcyclists, cyclists, other road users, and other vehicles.

**233.** The road users most at risk from road traffic are pedestrians, particularly children, older adults, and people with special needs; cyclists; horse riders; and motorcyclists. It is particularly important to be aware of children, older adults, people with special needs, and learners or inexperienced drivers and riders. In any interaction between road users, those who can cause the greatest harm have the greatest responsibility to reduce the danger or threat they pose to others.

### 10.15.1 Pedestrians

**234.** There is a risk of pedestrians, especially children, stepping unexpectedly into the road. You should drive with the safety of children in mind at a speed suitable for the conditions.

**235.** Drive carefully and slowly when:

- in crowded shopping streets, Home Zones, playgrounds, schools, or residential areas;
- driving past bus stops, as pedestrians may emerge suddenly onto the road;
- passing parked vehicles, especially ice cream vans – children are more interested in ice cream than traffic and may run into the road unexpectedly;
- needing to cross a footway, cycle lane, or cycle track (for example, to reach or leave a driveway or private access). Give way to pedestrians on the footway and cyclists using a cycle lane or cycle track;
- reversing into a side road. Look all around the vehicle and give way to any pedestrians who may be crossing the road;
- turning at road junctions – you should give way to pedestrians who are crossing or waiting to cross the road into which or from which you are turning;
- going through roadworks or passing roadside rescue and recovery vehicles, as there may be people working on or at the side of the road;

- the footway is closed due to street repairs, and pedestrians are directed to use the road;
- approaching pedestrians on narrow rural roads without a footway. Always slow down and be prepared to stop if necessary, giving them plenty of room as you drive past;
- approaching zebra and parallel crossings, as you **MUST** give way to pedestrians and cyclists on the crossing; and
- approaching pedestrians who have started to cross the road ahead of you – they have priority when crossing at a junction or side road, so you should give way.



Watch out for children in busy areas.

### 10.15.2 Particularly vulnerable pedestrians

These include the following:

- Children and older pedestrians who may not be able to judge your speed and could step into the road in front of you. At 60 km/h, your vehicle will probably kill any pedestrian it hits. At 30 km/h, there is only a 1 in 20 chance of the pedestrian being killed. So kill your speed.
- Older pedestrians who may need more time to cross the road. Be patient and allow them to cross in their own time. Do not hurry them by revving your engine or edging forward.
- People with disabilities. People with hearing impairments may not be aware of your vehicle approaching. Those with walking difficulties require more time.
- Blind or partially sighted people, who may be carrying a white cane or using a guide dog. They may not be able to see you approaching.
- Deaf and blind people who may be carrying a white cane with a red band or using a dog with a red and white harness. They may not see or hear instructions or signals.

### 10.15.3 Near schools

Drive slowly and be particularly aware of young cyclists and pedestrians. In some places, there may be a flashing amber signal below the “School” warning sign, which tells you that there may be children crossing the road ahead. Drive very slowly until you are clear of the area.

**236.** Drive carefully and slowly when passing a stationary bus showing a “School Bus” sign, as children may be getting on or off.

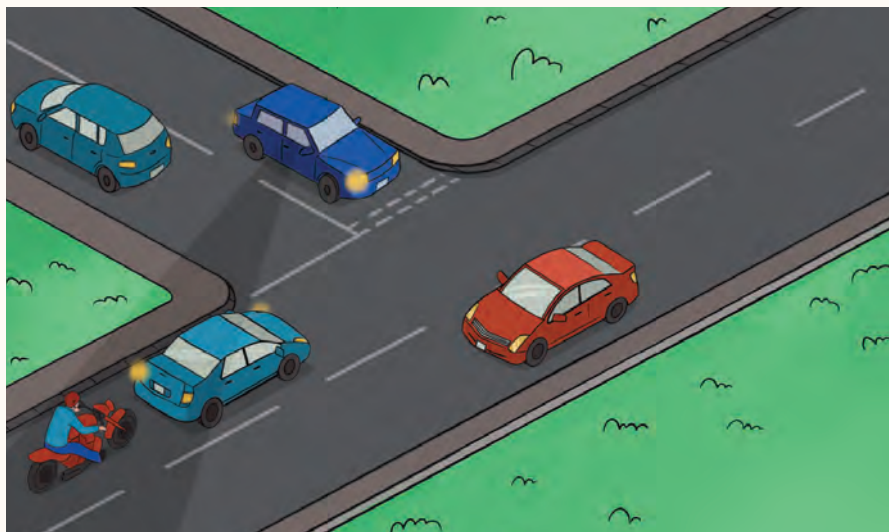
### 10.15.4 Motorcyclists and cyclists

**237.** It is often difficult to see motorcyclists and cyclists, especially when they are waiting alongside you, coming up from behind, coming out of or moving off from junctions, at roundabouts, overtaking you, or filtering through traffic. Always look out for them before you emerge from a junction; they could be approaching faster than you think.

Do not turn at a junction if to do so would cause the cyclist going straight ahead to stop or swerve, just as you would do with a motor vehicle.

When turning right across a line of slow-moving or stationary traffic, look out for and give way to cyclists or motorcyclists on the inside of the traffic you are crossing. Be especially careful when moving off, turning, and changing direction or lane.

Be sure to check mirrors and blind spots carefully.



Look out for motorcyclists and cyclists at junctions.

**238.** Give motorcyclists, cyclists, horse riders, horse-drawn vehicles, and pedestrians walking on the road (for example, where there is no footway), at least 1.5 m when overtaking. Drivers should take extra care and give more space when overtaking motorcyclists, cyclists, horse riders, horse-drawn vehicles, and pedestrians in bad weather (including high winds) and at night. If the rider looks over their shoulder, it could mean that they intend to pull out, turn right, or change direction. Give them time and space to do so.

**239.** On narrow sections of road, on quiet roads or streets, at road junctions, and in slower-moving traffic, cyclists may sometimes ride in the centre of the lane, rather than towards the side of the road. It can be safer for groups of cyclists to ride two abreast in these situations. Allow them to do so for their own safety, to ensure they can see and be seen.

On narrow sections of road, horse riders may ride in the centre of the lane. Allow them to do so for their own safety, to ensure they can see and be seen.

Motorcyclists, cyclists, horse riders, and horse-drawn vehicles may suddenly need to avoid uneven road surfaces and obstacles, such as drain covers or oily or wet patches on the road. Give them plenty of room and pay particular attention to any sudden change of direction they may have to make.

#### **10.15.5 Other road users**

**240.** Animals – When passing animals, drive slowly. Give them plenty of room and be ready to stop. Do not scare animals by sounding your horn, revving your engine, or accelerating rapidly once you have passed them. Look out for animals being led, driven, or ridden on the road and take extra care. Keep your speed down at bends and on narrow country roads. On the unlikely occurrence that a road is blocked by a herd of animals, stop and switch off your engine until they have left the road. Watch out for animals on unfenced roads.

**241.** Horse riders and horse-drawn vehicles – Be particularly careful of horse riders and horse-drawn vehicles, especially when approaching, overtaking, passing, or moving away. Always pass wide and slowly. When you see a horse on the road, you should slow down to a maximum of 15 km/h. Be patient – do not sound your horn or rev your engine. When safe to do so, pass wide and slow, allowing at least 2 m of space.

Horse riders are often children, so take extra care and remember riders may ride in double file when escorting a young or inexperienced horse or rider. Look out for horse riders and horse drivers' signals and heed a request to slow down or stop. Take great care and treat all horses as a potential hazard; they can be unpredictable, despite the efforts of their rider/driver.

Remember, there are three brains at work when you pass a horse: the rider's, the driver's, and the horse's. Do not forget horses are flight animals and can move incredibly quickly if startled.

**242.** Older drivers – Their reactions may be slower than those of other drivers. Make allowance for this.

**243.** Learners and inexperienced drivers – They might not be very skilled at anticipating and responding to events. Be particularly patient with learner drivers and young drivers.

#### **10.15.6 Home Zones**

These are places where people could be using the whole of the road for a range of activities, such as children playing or a community event. You should drive slowly and carefully, and be prepared to stop to allow people extra time to make space for you to pass them in safety.

### **10.16 Road Vehicles Requiring Extra Care**

#### **10.16.1 Emergency and incident support vehicles**

You should look and listen for ambulances, fire engines, police, doctors, or other emergency vehicles using flashing blue, red, or green lights and sirens or flashing headlights. When one approaches, do not panic. Consider the route of such a vehicle and take appropriate action to let it pass while complying with all traffic signs.

If the road is a single lane, pull to the left. If there are two lanes in the same direction of flow, the vehicles in the left lane are to pull to the left and the vehicles in the right lane are to pull to the right to allow the emergency and incident support vehicles to pass in the middle. If there are three lanes in the same direction of flow, the vehicles in the left lane are to pull to the left, the vehicles in the middle lane are to pull to the right and the vehicles in the right outer lane are to pull to the right to allow the emergency and incident support vehicles to pass between the inner lane and the middle lane,

Do not endanger yourself, other road users, or pedestrians, and avoid mounting the kerb. Do not brake harshly on approach to a junction or roundabout, as a following vehicle may not have the same view as you.

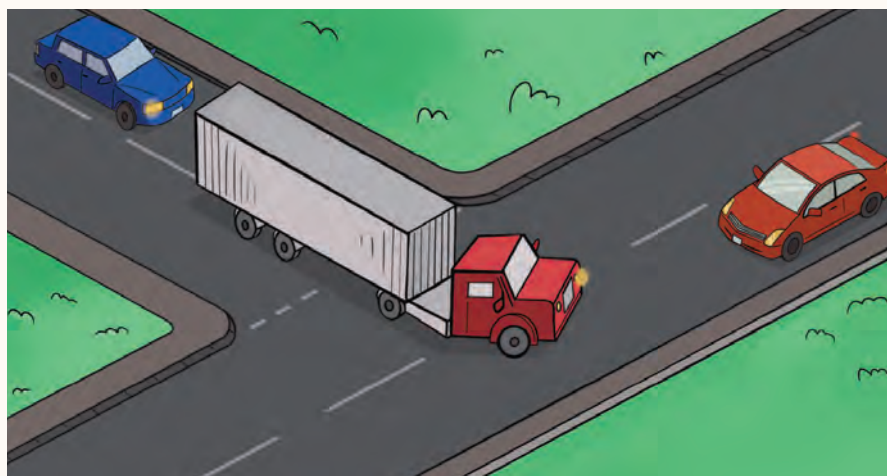


### 10.16.2 Powered vehicles

These are used by people with special needs. These small vehicles travel at a maximum speed of 6 km/h when equipped to be used on the road.

### 10.16.3 Large vehicles

These may need extra road space to turn or deal with a hazard that you are not able to see. If you are following a large vehicle, such as a bus or articulated lorry, be aware that the driver may not be able to see you in the mirrors. Be prepared to stop and wait if it needs room or time to turn.



**244.** Large vehicles can block your view. Your ability to see and plan ahead will be improved if you pull back to increase your separation distance. Be patient, as larger vehicles are subject to lower speed limits than cars and motorcycles.

### 10.16.4 Buses and coaches

Give priority to these vehicles when you can do so safely, especially when they signal to pull away from stops. Look out for people getting off a bus or tram and crossing the road.

### 10.16.5 Electric vehicles

Be careful of electric vehicles because they move quickly but silently.

### 10.16.6 Vehicles with flashing amber beacons

These warn of a slow-moving or stationary vehicle (such as a recovery vehicle) or abnormal loads, so approach with caution.

## 10.17 Driving in Adverse Weather Conditions

**245.** You **MUST** use headlights when visibility is seriously reduced, generally when you cannot see for more than 100 m.

### 10.17.1 Wet weather

**246.** In wet weather, stopping distances will be at least double those required for stopping on dry roads. This is because your tyres have less grip on the road. In wet weather:

- you should keep well back from the vehicle in front. This will increase your ability to see and plan ahead;
- ease off the accelerator and slow down gradually if the steering becomes unresponsive. When this happens, it probably means that water is preventing the tyres from gripping the road;
- the rain and spray from vehicles may make it difficult to see and be seen;
- be aware of the dangers of spilt diesel, which makes the surface very slippery;
- take extra care around pedestrians, cyclists, motorcyclists, and horse riders;
- make sure that mirrors are clear and that the windows and windscreen are demisted;
- make sure that your lights are clean; and
- remove any hail accumulated on your vehicles, as this would impair visibility and sightlines.

### 10.17.2 Windy weather

**247.** High-sided vehicles are most affected by windy weather, but strong gusts can also blow a car, cyclist, motorcyclist, or horse rider off course. This can happen on open stretches of road exposed to strong crosswinds or when passing bridges or gaps in hedges.

**248.** In very windy weather, your vehicle may be affected by turbulence created by large vehicles. Motorcyclists are particularly affected, so keep well back from them when they are overtaking a high-sided vehicle.

### 10.17.3 Fog

**249.** Before entering fog, check your mirrors, and then slow down. Be prepared for a bank of fog or drifting patchy fog ahead. Even if it seems to be clearing, you can suddenly find yourself in thick fog.

**250.** When driving in fog, you should:

- use your lights as required;
- keep a safe distance behind the vehicle in front – rear lights can give a false sense of security;
- be able to pull up well within the distance you can see clearly. This is particularly important on arterial and distributor roads, as vehicles are travelling faster;
- use your windscreen wipers and demisters;
- beware of other drivers not using headlights;
- not accelerate to get away from a vehicle that is too close behind you;
- check your mirrors before you slow down, then use your brakes so that your brake lights warn drivers behind you that you are slowing down; and
- stop in the correct position at a junction with limited visibility and listen for traffic. When you are sure it is safe to emerge, do so positively and do not hesitate in a position that puts you directly in the path of approaching vehicles.

**251.** You **MUST NOT** use front or rear fog lights unless visibility is seriously reduced, as they dazzle other road users and can obscure your brake lights. You **MUST** switch them off when visibility improves.

## 10.18 Waiting and Parking

### Waiting and parking

**252.** You **MUST NOT** wait or park on yellow lines during the times of operation shown on nearby time plates (or zone entry signs if in a Controlled Parking Zone). Double yellow lines indicate a prohibition of waiting at any time, even if there are no upright signs. You **MUST NOT** wait, park, or stop to set down or pick up passengers on school entrance markings when upright signs indicate a prohibition of stopping.

### 10.18.1 Parking

**253.** Use off-street parking areas or bays marked out with white lines on the road as parking places, whenever possible. If you have to stop on the roadside:

- do not park facing against the traffic flow;
- stop as close as you can to the side;
- do not stop too close to a vehicle displaying a Blue Badge – remember, the occupant may need more room to get in or out;
- you **MUST** switch off the engine, headlights, and fog lights;
- you **MUST** apply the handbrake before leaving the vehicle;
- you **MUST** ensure you do not hit anyone when you open your door. Check for cyclists or other traffic by looking all around and using your mirrors;
- when you are able to do so, you should open the door using your hand on the opposite side to the door you are opening (for example, use your left hand to open a door on your right-hand side). This will make you turn your head to look over your shoulder. You are then more likely to avoid causing injury to cyclists or motorcyclists passing you on the road, or to people on the footway;
- it is safer for your passengers (especially children) to get out of the vehicle on the side next to the kerb;
- put all valuables out of sight and make sure your vehicle is secure; and
- lock your vehicle.

When using an electric vehicle charge point, you should park close to the charge point and avoid creating a trip hazard for pedestrians from trailing cables. Display a warning sign if you can. After using the charge point, you should return the charging cables and connectors neatly to minimise danger to pedestrians and avoid creating an obstacle for other road users.

**254.** You **MUST NOT** stop, park, or leave unattended any motor vehicle or trailer:

- on the carriageway, in an emergency area, or on the hard shoulder of a road, except in an emergency;
- in front of an access for vehicles, such as a driveway or garage;
- on taxi bays as indicated by upright signs and markings;
- on a pedestrian area within its hours of operation, except to pick up or set down passengers;
- on a road marked with double white lines, even when a broken white line is on your side of the road, except to pick up or set down passengers or to load or unload goods;
- on a cycle lane during its period of operation;
- on a cycle track;
- within 12 m on each side of any bus stop unless official road markings or traffic signs indicate otherwise;
- around a traffic roundabout or traffic island;
- on or within 4 m of a pedestrian crossing, from the side of the oncoming traffic, including the area marked by the zigzag lines, unless a build-out exists;
- on the footway, unless road signage directs otherwise;

- in any place where appropriate road markings indicate that parking is prohibited:
  - In such a manner as to obstruct the passage of a car that is properly parked
  - Near a school entrance
  - Anywhere that would prevent access for emergency services
  - Opposite or within 5 m of a junction, except in an authorised parking space
  - Near the brow of a hill or hump bridge
  - Opposite a traffic island or (if this would cause an obstruction) another parked vehicle
  - Where the kerb has been lowered to help wheelchair users and powered mobility vehicles
  - In front of an entrance to a property
  - At or near a bend
  - Where you would obstruct cyclists' use of cycle facilities, except when forced to do so by stationary traffic; and
- within 5 m of any corner, bend, or splay, provided that, in the case of a bend or splay, the 5-m limit is measured from the point of intersection of the extended building alignment on each of the two streets forming such bend or splay. Also, when the appropriate road markings on a particular street corner, bend, or splay do not extend to the prescribed 5-m limit, the said prohibition shall likewise not extend to the full 5 m and shall be limited to the distance covered by the said road markings.

**255.** You **MUST NOT** park in parking spaces reserved for specific users, such as Blue Badge holders, residents, or motorcycles, unless entitled to do so.

**256.** You **MUST NOT** leave your vehicle or trailer in a dangerous position or where it causes any unnecessary obstruction of the road.

### **10.18.2 Controlled Parking Zones**

The zone entry signs indicate the times when the waiting restrictions within the zone are in force. Parking may be allowed in some places at other times. Otherwise, parking will be within separately signed and marked bays.

### **10.18.3 Goods vehicles**

Vehicles with a maximum laden weight of over 7.5 t (including any trailer) **MUST NOT** be parked on a verge, footway, or any land situated between carriageways, without police permission. The only exception is when parking is essential for loading and unloading, in which case the vehicle **MUST NOT** be left unattended.

### **10.18.4 Loading and unloading**

Do not load or unload where there are yellow markings on the kerb and upright signs advise restrictions are in place. This may be permitted where parking is otherwise restricted.

### **10.18.5 Parking at night**

**257.** Avoid parking on a road at night facing against the direction of the traffic flow unless in a recognised parking space.

**258.** All vehicles **MUST** display parking lights when parked on a road or a lay-by on a road with a speed limit greater than 50 km/h. Other vehicles and trailers, and all vehicles with projecting loads, **MUST NOT** be left on a road at night without lights.

### **10.18.6 Parking in fog**

It is especially dangerous to park on the road in fog. If it is unavoidable, leave your parking lights or sidelights on.

### **10.18.7 Parking on hills**

When parking on a hill, you should:

- park close to the kerb and apply the handbrake firmly;
- select a forward gear and turn your steering wheel away from the kerb when facing uphill;
- select reverse gear and turn your steering wheel towards the kerb when facing downhill; and
- use “park” if your car has an automatic gearbox.

## 10.19 Arterial and Distributor Roads

A number of the rules for arterial and distributor roads also apply to other roads.

### 10.19.1 Travel speed

**259.** Traffic on arterial and distributor roads usually travels faster than on other roads, so you have less time to react. It is especially important to use your mirrors earlier and look much further ahead than you would on other roads.

### 10.19.2 Signals

**260.** Signs and signals are used to warn you of hazards ahead. For example, there may be an incident, fog, a spillage, or road workers on the carriageway, which you may not immediately be able to see.

**261.** A single sign or signal, namely a variable message sign, can display advice, restrictions, and warnings for all lanes.

Variable message signs can also display lane-specific signs and signals, including advice, restrictions, and warnings that apply to individual lanes.





**262.** Amber flashing lights warn of a hazard ahead. You should:

- reduce your speed;
- be prepared for the hazard; and
- only increase your speed when you pass a signal that is not flashing, a sign displaying a national speed limit, or the word “END”, and you are sure it is safe to do so.

**263.** Red flashing light signals and a red “X” on a sign identify a closed lane in which people, stopped vehicles, or other hazards are present. You:

- **MUST** follow the instructions on signs in advance of a closed lane to move safely to an open lane; and
- **MUST NOT** drive in a closed lane. A sign will inform you when the lane is no longer closed by displaying a speed limit.

Be aware that:

- there can be several hazards in a closed lane;
- emergency services and traffic authorities use closed lanes to reach incidents and help people in need; and
- when the left lane is closed at an exit slip road, this means that the exit cannot be used.

When red flashing light signals and the closure of all lanes are shown on a sign, the road is closed. You **MUST NOT** go beyond the sign in any lane or use the hard shoulder to avoid the road closure unless directed to do so by a police or traffic officer.

Lane and road closures are enforced by the authorised officers.

### 10.19.3 Joining the arterial and distributor road network

**264.** When you join the arterial and distributor road network, you will normally approach it from a road on the left (a slip road) or from an adjoining road. You should:

- give priority to traffic already on the arterial or distributor road;
- check the traffic on the arterial or distributor road and match your speed to fit safely into the traffic flow in the left-hand lane;
- not cross solid white lines that separate lanes or use the hard shoulder;
- stay on the slip road if it continues as an extra lane on the arterial or distributor road;
- remain in the left-hand lane long enough to adjust to the speed of traffic before considering overtaking; and
- allow vehicles from the left to merge onto the arterial or distributor road as you proceed on the arterial or distributor road.

### 10.19.4 On the arterial or distributor road

**265.** When you can see well ahead and the road conditions are good, you should:

- drive at a steady cruising speed that you and your vehicle can handle safely and that is within the speed limit; and
- keep a safe distance from the vehicle in front and increase the gap on wet roads or in fog.

**266.** You **MUST NOT** exceed:

- a speed limit displayed within a red circle on a sign; or
- the maximum speed limit for the road and for your vehicle.

**267.** Driving, especially on arterial or distributor roads, can make you feel sleepy. To minimise the risk, ensure you are fit to drive and take breaks as necessary.

**268.** Unless directed to do so by a police or traffic officer, you **MUST NOT**:

- reverse along any part of an arterial or distributor road, including slip roads, hard shoulders, and emergency areas;
- cross the central reservation; or
- drive against the traffic flow.

If you have missed your exit or have taken the wrong route, carry on to the next exit.

#### **10.19.5 Tunnels**

**269.** When driving through tunnels in Malta, it is obligatory to:

- use lights;
- obey the speed limits shown; and
- stay in your lane through the entire length of the tunnel.

#### **10.19.6 Lane discipline**

**270.** The right-hand lane of an arterial or distributor road **MUST NOT** be used if you are driving:

- any vehicle drawing a trailer; or
- a heavy goods vehicle.

**271.** Keep in the left lane unless overtaking.

- If you are overtaking, you should return to the left lane when it is safe to do so.
- Be aware of emergency services, traffic officers, recovery workers, and other people or vehicles stopped on the hard shoulder or in an emergency area. If you are driving in the left lane, and it is safe to do so, you should move into the adjacent lane to create more space between your vehicle and the people and stopped vehicles.

### 10.19.7 Approaching a junction

Look well ahead for signals or signs. Direction signs may be placed over the road. If you need to change lanes, do so in good time. At some junctions, a lane may lead directly off the arterial or distributor roads. Only get in that lane if you wish to go in the direction indicated on the overhead signs.

### 10.19.8 Overtaking

**272.** Do not overtake unless you are sure it is safe and legal to do so. Overtake only on the right. You should:

- check your mirrors;
- take time to judge the speeds correctly;
- make sure that the lane you will be joining is sufficiently clear ahead and behind;
- take a quick sideways glance into the blind spot area to verify the position of a vehicle that may have disappeared from your view in the mirror;
- remember that traffic may be coming up behind you very quickly. Check all your mirrors carefully. Look out for motorcyclists. When it is safe to do so, signal in plenty of time, then move out;
- ensure you do not cut in on the vehicle you have overtaken;
- be especially careful at night and in poor visibility when it is harder to judge speed and distance; and
- always leave a 1.5-m distance from a cyclist.

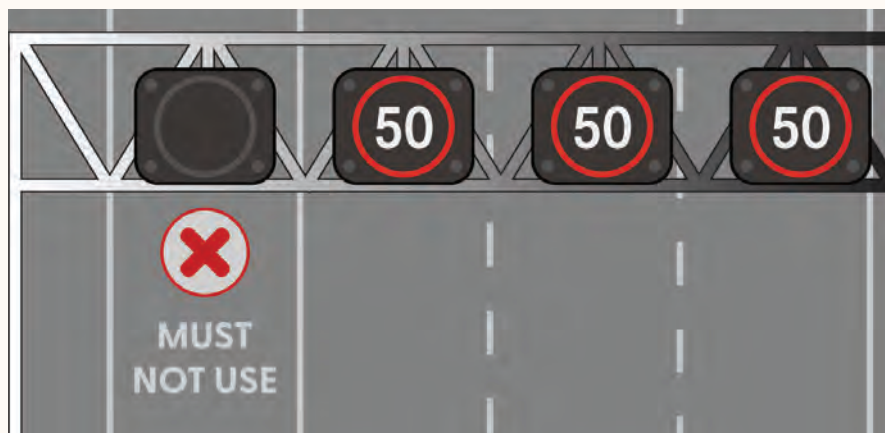
**273.** Do not overtake on the left or move to a lane on your left to overtake. In congested conditions, where adjacent lanes of traffic are moving at similar speeds, traffic in left-hand lanes may sometimes be moving faster than traffic to the right. In these conditions, you may keep up with the traffic in your lane, even if this means passing traffic in the lane to your right. Do not weave in and out of lanes to overtake.

### 10.19.9 Hard shoulder (where present)

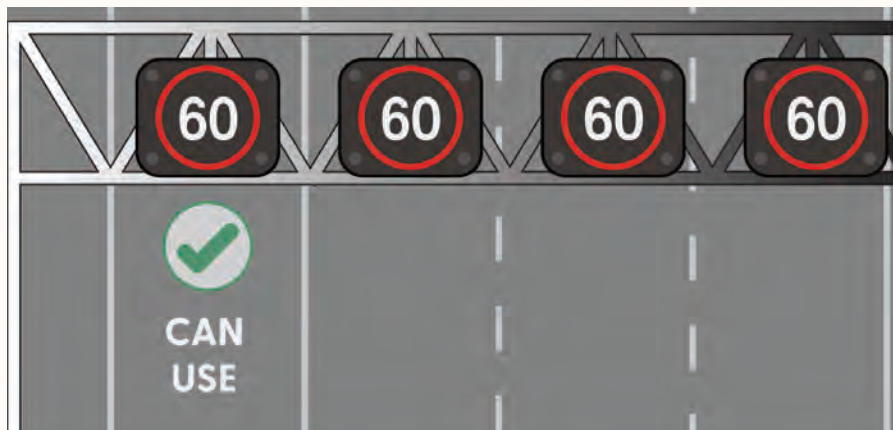
**274.** You **MUST NOT** use a hard shoulder except in an emergency or if directed to do so by authorised officers or a traffic sign.



Hard shoulder (when used as an extra lane) – The hard shoulder is used as an extra lane on some arterial and distributor roads during periods of congestion. A red “X” or blank sign above the hard shoulder means that you **MUST NOT** use the hard shoulder except in an emergency.



You can only use the hard shoulder as an extra lane when a speed limit is shown above the hard shoulder.



When the hard shoulder is being used as an extra lane, emergency areas are provided for use in an emergency.

#### 10.19.10 Stopping

**275.** Emergency areas are located along arterial and distributor roads with no hard shoulder, or where the hard shoulder can be used as an extra lane, and **MUST** only be used in an emergency.

**276.** You **MUST NOT** stop on any carriageway, emergency area, hard shoulder, slip road, central reservation, or verge except in an emergency or when told to do so by authorised officers, an emergency sign, or by red flashing light signals.

Do not stop on any part of a motorway to make or receive mobile telephone calls, except in an emergency.

**277.** You **MUST NOT** pick up or set down anyone, or walk on arterial and distributor roads, except in an emergency. You may walk on the footway alongside an arterial and distributor road when footways have been provided.

### **10.19.11 Leaving the arterial and distributor roads**

**278.** Unless signs indicate that a lane leads directly off an arterial or distributor road, you will normally leave these roads via a slip road on your left. You should:

- watch for signs indicating that you are approaching your exit;
- move into the left-hand lane well before reaching your exit; and
- signal left in good time and reduce your speed on the slip road as necessary.

**279.** On leaving the motorway or using a link road between arterial and distributor roads, your speed may be higher than you realise – 80 km/h may feel like 50 km/h. Check your speedometer and adjust your speed accordingly. Some slip roads and link roads have sharp bends, so you will need to slow down.

## **10.20 Mechanical and Electrical Failure and Incidents**

### **10.20.1 Place of relative safety**

**280.** If you need to stop your vehicle in the event of a breakdown or incident, try to stop in a place of relative safety. A place of relative safety is where you, your passengers, and your vehicle are less likely to be at risk from moving traffic.

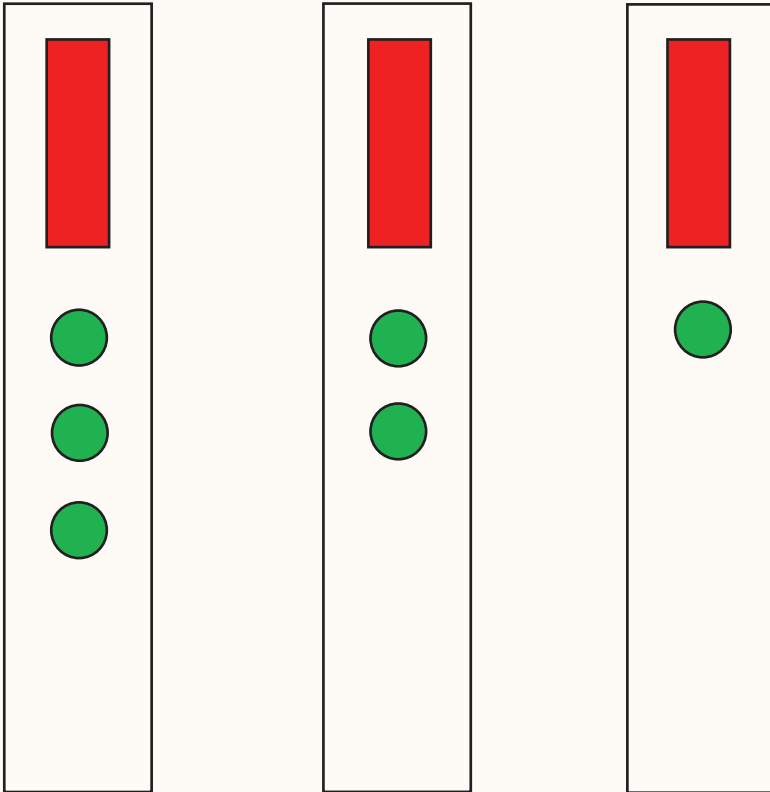
The safest place to stop is a location designed for parking. On arterial and distributor roads, the safest places to stop include:

- lay-bys;
- emergency areas; and
- hard shoulders.

Be aware that hard shoulders provide less protection than other places of relative safety because they are so close to high-speed traffic.

You and your passengers should, where possible, keep well away from your vehicle and moving traffic. Otherwise, moving traffic could collide with your vehicle, forcing it into you and your passengers.

Safe places to pull over are indicated by reflectors intended to signal a safe place for motorists to pull over, rest, and check their vehicles. If there are three green reflectors, it means a safe place to pull over is located at approximately 500 m distance. Two green reflectors mean a safe place is located at approximately 250 m distance. One green reflector means that the safe place to pull over has been reached.





### 10.20.2 Breakdowns

**281.** If your vehicle breaks down, think first of all other road users and:

- get your vehicle off the road if possible;
- warn other traffic by using your hazard warning lights if your vehicle is causing an obstruction;
- help other road users see you by wearing light-coloured or fluorescent clothing in daylight and reflective clothing at night or in poor visibility;
- put a warning triangle on the road at least 50 m behind your broken-down vehicle on the same side of the road. Always take great care when placing or retrieving the warning triangle;
- if possible, keep your sidelights on if it is dark or visibility is poor;
- do not stand (or let anybody else stand) between your vehicle and oncoming traffic; and
- at night or in poor visibility, do not stand where you will prevent other road users from seeing your lights.

### 10.20.3 Obstructions

**282.** If anything falls from a vehicle onto an arterial or distributor road, DO NOT remove the obstruction yourself. Stop in a place of relative safety and call the emergency services on 112 or 119.

On other roads, you should only remove obstructions if it is safe to do so.

### 10.20.4 Incidents

**283.** Warning signs or flashing lights: If you see emergency or incident support vehicles displaying flashing lights in the distance, be aware that there may be an incident ahead. You should slow down and be prepared to move safely into another lane or stop.

Emergency services, authorised officers, and recovery workers may be required to work in the carriageway (for example, dealing with debris, collisions, or conducting rolling roadblocks). You **MUST** follow any directions given by authorised officers as to whether you can safely pass the incident or obstruction.

**284.** When passing the scene of an incident, remain alert for hazards (such as debris or slow-moving vehicles) and do not slow down unnecessarily (for example, if an incident is on the other side of a dual carriageway). You should focus on the road ahead when passing an incident because a lack of attention may cause a further incident, collision, or congestion.

**285.** If you are involved in an incident or collision, or stop to give assistance:

- if possible, stop in a place of relative safety;
- use your hazard warning lights to warn other traffic;
- put on high-visibility clothing if you have it;
- ask drivers to switch off their engines;
- ask drivers and passengers to stop smoking;
- contact the emergency services on 112 or 119, and provide full details of the incident location and any casualties. Use a mobile telephone or press the SOS button if your vehicle has one;
- move uninjured people away from the vehicles to a place of relative safety;
- DO NOT move injured people from their vehicles unless they are in immediate danger;
- DO NOT remove a motorcyclist's helmet unless it is essential and you are trained to do so;
- be prepared to give first aid;
- stay at the scene until the emergency services arrive; and
- be prepared to exchange details.

If you are involved in any other medical emergency, you should contact the emergency services in the same way.

### **10.20.5 Incidents involving dangerous goods**

**286.** Vehicles carrying dangerous goods in packages will be marked with plain orange reflective plates. Road tankers and vehicles carrying tank containers of dangerous goods will have hazard warning plates.

**287.** If an incident involves a vehicle containing dangerous goods, proceed as follows:

- Switch off engines and DO NOT SMOKE.
- Keep well away from the vehicle and do not be tempted to try to rescue casualties, as you yourself could become one.
- Call the emergency services and give as much information as possible about the labels and markings on the vehicle. DO NOT use a mobile phone close to a vehicle carrying flammable loads.

### **10.20.6 Documentation**

**288.** If you are involved in a collision that causes damage or injury to any other person, vehicle, animal, or property, you **MUST**:

- stop in a place of relative safety if possible; and
- give your own and the vehicle owner's name and address, insurance certificate, and driving licence, as well as the registration number of the vehicle, to anyone having reasonable grounds for requiring them. If you do not give your name and address at the time of the collision, report them to the police as soon as reasonably practicable, and in any case within 24 hours.

## **10.21 Additional Rules for Arterial and Distributor Roads**

**289.** If your vehicle develops a problem, leave the carriageway at the next exit or pull into a service area, if possible. If you cannot, you should go left:

- Move into the left lane.
- Pull into an emergency area or onto a hard shoulder if you can.

- Stop as far to the left as possible, leaving space to exit your vehicle and with your wheels turned to the left.
- Switch your hazard warning lights on.
- If it's dark or visibility is poor, use sidelights.

#### **10.21.1 EXIT your vehicle**

- Exit your vehicle by the side furthest from traffic, if it is safe and possible to do so, and ensure passengers do the same.
- Put on high-visibility clothing if you have it, and it is within easy reach.
- Get behind a safety barrier when there is one, but be aware of any unseen hazards, such as sudden drops, uneven ground, or debris.
- DO NOT stand in a place where your vehicle could be forced into you if moving traffic collides with it.
- DO NOT return to your vehicle even if it's raining, cold, or dark.
- Remain alert and aware of vehicles or debris coming towards you.
- Keep passengers away from the carriageway and children under control.
- DO NOT attempt repairs on your vehicle.
- DO NOT place a warning triangle on the carriageway.
- Animals MUST be kept in the vehicle or, in an emergency, under control on the verge.

#### **10.21.2 Get help**

- Use the free emergency telephone to obtain advice and assistance.
- Contact a breakdown recovery service.

- Always face the traffic when you speak to remain aware of vehicles or debris coming towards you.
- Inform them if you are a vulnerable motorist (i.e. person with special needs, older adult, or travelling alone).
- Wait well away from your vehicle and moving traffic, behind the safety barrier, when there is one.
- If you are unable to exit your vehicle or if you have not stopped near a free emergency telephone, call 112 or 119 immediately and ask for the police. Alternatively, press your SOS button if your vehicle has one and ask for the police.

If you cannot EXIT your vehicle:

- stay in your vehicle;
- keep your seat belt and hazard warning lights on; and
- call 112 or 119 immediately and ask for the police, or press the vehicle's SOS button if it has one.

### **10.21.3 Communicating your location**

**eCall:** Press the SOS button if your vehicle has one.

**App:** Use a mobile telephone mapping application.

**290.** To rejoin the carriageway after a breakdown from a hard shoulder, you should:

- build up speed;
- indicate and watch for a safe gap in the traffic; and
- be aware that vehicles, obstructions, or debris may be present on the hard shoulder.

#### 10.21.4 Drivers with special needs

If you have special needs that prevent you from following the above advice, you should

- switch on your hazard warning lights;
- stay in your vehicle and keep your seat belt on; and
- Call 112 or 119 immediately and ask for the police. Alternatively, press your SOS button if your vehicle has one and ask for the police.

If you are deaf, hard of hearing, or speech impaired, it is recommended that you register for the emergency text service before making a journey.

#### 10.22 Roadworks

**291.** When the “Roadworks Ahead” sign is displayed, take extra care and look for additional signs providing more specific instructions. Observe all signs – they are there for your safety and the safety of road workers.

- You **MUST NOT** exceed any temporary maximum speed limit.
- Keep a safe distance from the vehicle in front.
- Use your mirrors and get into the correct lane for your vehicle in good time and as signs direct.
- Do not switch lanes to overtake queuing traffic.
- Take extra care near cyclists and motorcyclists as they are vulnerable to skidding on grit, mud, or other debris at roadworks.
- Where lanes are restricted due to roadworks, merge in turn.
- Do not drive through an area marked off by traffic cones or barriers.
- Watch out for vehicles entering or leaving the works area.

- Where vehicles are travelling on the road and displaying amber warning lights, leave extra space and expect them to slow down or turn into a works area.
- Concentrate on the road ahead, not the roadworks.
- Bear in mind that the road ahead may be obstructed by the works or by slow-moving or stationary traffic.

**292.** Take special care on arterial and distributor roads.

- Lanes may be closed to traffic, and a lower speed limit may apply.
- Works vehicles may be used to close lanes or carriageways for repairs. When large “Keep Left” or “Keep Right” signs are displayed on the back, you **MUST** move over and pass the works vehicle on the side indicated and not return to the closed lane until you can see it is safe to do so.
- When a vehicle displays the sign “CONVOY VEHICLE NO OVERTAKING”, you **MUST NOT** pass the vehicle. A flashing light arrow or red “X” may also be used to make the works vehicle more visible from a distance and give an earlier warning to drivers.

**293.** Roadworks may contain features that require extra care.

**10.22.1 Narrow lanes**

Lanes may be narrower than normal and will be marked by studs or temporary road markings. Keep a safe distance from the vehicle in front and make sure you can clearly see the edges of the lane ahead.

**10.22.2 Contraflow systems**

These mean that you may be travelling in a narrower lane than normal and with no permanent barrier between you and oncoming traffic. At the start and end of contraflows, you should slow down and increase the distance to the vehicle in front, as changes in the road camber may affect vehicle stability.

### 10.22.3 Special signs and markings

Temporary road markings at construction sites are yellow. Temporary signage generally has a yellow background. The site area is cordoned off by the use of traffic cones, concrete, or plastic barriers. Zebra crossings consist of white stripes on a yellow background.

### 10.22.4 Traffic cones

The use of the correct colour of traffic cones is important to inform road users of the risks to safety or to guide users accordingly.

- **ORANGE traffic cones** are used when a traffic hazard is present, at roadwork projects, and at projects using heavy equipment and heavy vehicles.
- **YELLOW traffic cones** are used at work sites with slight risk, to alert drivers to proceed with caution and yield to construction vehicles, and at No Parking/No Waiting areas.
- **GREEN traffic cones** are used at access points for construction vehicles at a work site, to alert drivers, and to mark diversion routes as guidance.
- **BLUE traffic cones** are used to signal danger from overhead utilities or structures, such as overhead wires, bridges, signs, etc.
- **RED traffic cones** are used to mark areas of imminent danger with a chance of serious injury or death; to block a workplace hazard; and to mark emergency equipment, such as fire hydrants.
- **PURPLE traffic cones** are used for sports, parties, and celebrations.

### 10.22.5 Traffic light systems and pelican crossings

When a traffic light system with an integrated pedestrian crossing or a pelican crossing is on flashing amber, this means that the crossing is operating as a zebra crossing and pedestrians have priority to cross the road.





# ANNEX



# ANNEX 1

## A1.1: Requirements for Drivers and Motorcyclists

**A1.1.1 Driving licence** – You **MUST** have a valid driving licence for the category of motor vehicle you are driving. You **MUST** inform Transport Malta if you change your name and/or address.

All drivers must ensure they hold the correct and valid driving licence category in relation to the vehicle category which is being used and driven on the road.

In order to obtain a driving licence, a learner's permit, which allows you to start training on the road with an authorised instructor, is required and must be applied for.

The standard driving licence categories are A1, A2, A, B1, B, and BE and may be applied for as long as the minimum age requirements as listed below are met:

Category	Minimum Age
<b>AM - e-kick scooters</b>	16 years
<b>AM - mopeds &amp; light quadricycles</b>	18 years
<b>A1</b>	18 years
<b>A2</b>	20 years
<b>A</b>	<ul style="list-style-type: none"><li>- 24 years; OR</li><li>- 22 years and at least 2 years' experience with Category A2</li></ul>
<b>B1</b>	18 years
<b>B</b>	18 years
<b>BE</b>	18 years

Advanced categories C, CE, D, and DE and their sub-categories C1, C1E, D1, and D1E may also be applied for and obtained.

In order to apply, applicants must have held a valid driving licence in category B for at least 1 month and meet the minimum age requirements for the respective category as listed below:

Category	Minimum Age
<b>C1</b>	18 years
<b>C1E</b>	18 years
<b>C</b>	<ul style="list-style-type: none"><li>- 21 years; OR</li><li>- 19 years if in possession of CPC Initial Qualification Certification</li></ul>
<b>CE</b>	<ul style="list-style-type: none"><li>- 21 years; OR</li><li>- 19 years if in possession of CPC Initial Qualification Certification</li></ul>
<b>D1</b>	21 years, even if in possession of CPC Initial Qualification Certification
<b>D1E</b>	21 years, even if in possession of CPC Initial Qualification Certification
<b>D</b>	<ul style="list-style-type: none"><li>- 24 years; OR</li><li>- 21 years if in possession of CPC Initial Qualification Certification</li></ul>
<b>DE</b>	<ul style="list-style-type: none"><li>- 24 years; OR</li><li>- 21 years if in possession of CPC Initial Qualification Certification</li></ul>

Holders of non-European Community licences who are now resident in Malta may only drive on that licence for a maximum of 12 months from the date they become resident in Malta. To ensure continuous driving entitlement:

- a Maltese provisional licence should be obtained and a driving test(s) passed before the 12-month period elapses, or
- in the case of a driver who holds a licence from a country that has been designated in law for licence exchange purposes, the driver should exchange the licence for a Maltese one.

### **A1.1.2 Vehicle Roadworthiness Test**

Cars **MUST** normally pass a Vehicle Roadworthiness Test (VRT) test 4 years from the date of the first registration and every 2 years after that. You **MUST NOT** drive a motor vehicle without a VRT certificate when it should have one. Exceptionally, you may drive to a pre-arranged test appointment or to a garage for repairs required for the test. Driving an unroadworthy motor vehicle may invalidate your insurance.

### **A1.1.3 Insurance**

To use a motor vehicle on the road, you **MUST** have a valid insurance policy. This **MUST** at least cover you for injury or damage to a third party while using that motor vehicle. Before driving any motor vehicle, make sure that it has this cover for your use or that your own insurance provides adequate cover. You **MUST NOT** drive a motor vehicle without insurance. Also, be aware that even if a road traffic incident is not your fault, you may still be held liable by insurance companies.

The types of cover available are indicated below:

**Third-party insurance** – This is often the cheapest form of insurance and is the minimum cover required by law. It covers anyone you might injure or whose property you might damage. It does not cover damage to your own motor vehicle or injury to yourself.

**Third-party, fire, and theft insurance** – Similar to third-party insurance, but also covers you against your motor vehicle being stolen or damaged by fire.

**Comprehensive insurance** - This is the most expensive but also the best form of insurance. Apart from covering other persons and property against injury or damage, it also covers damage to your own motor vehicle, up to the market value of that vehicle, and personal injury to yourself.

**Vehicle registration certificate** – This certificate is issued for all motor vehicles used on the road, describing them (make, model, etc.) and giving details of the registered keeper. You **MUST** notify Transport Malta as soon as you buy or sell a motor vehicle or if you change your name or address.

**Vehicle road licence** – This **MUST** be paid on all motor vehicles used or kept on public roads.

**Garaged vehicles** – This is a notification to Transport Malta that a motor vehicle is not being used on the road. If you are the vehicle keeper and want to keep a motor vehicle unlicensed and off the public road, you **MUST** inform Transport Malta – it is an offence not to do so.

**Production of documents** – You **MUST** be able to produce your driving licence and counterpart, a valid insurance certificate, and (if appropriate) a valid VRT certificate when requested by a police officer or an authorised officer. If you cannot do this, you may be asked to take them to a police station.

#### **A1.1.4 Driving licence requirements**

You **MUST** pass the theory test and then a practical driving test for the category of vehicle you wish to drive before obtaining a driving licence. A probationary driving licence is granted to new drivers of motorcycles and light passenger and goods vehicles. This licence is issued for a probationary period of not more than 3 years, after which a full driving licence will be issued. A penalty points system that may lead to the revocation of a driving licence is also applicable to both probationary and full driving licences.

## **A1.2 Vehicle Maintenance, Safety, and Security**

### **A1.2.1 Vehicle maintenance**

Take special care that lights, brakes, steering, the exhaust system, seat belts, demisters, wipers, washers, and any audible warning systems are all working. Also:

- lights, indicators, reflectors, and number plates **MUST** be kept clean and clear;
- windscreens and windows **MUST** be kept clean and free from obstructions to vision;
- lights **MUST** be properly adjusted to prevent dazzling other road users;
- extra attention needs to be paid to the maintenance if the vehicle is heavily loaded;
- exhaust emissions **MUST NOT** exceed prescribed levels;
- ensure your seat, seat belt, head restraint, and mirrors are adjusted correctly before you drive; and
- ensure that items of luggage are securely stowed.

### **A1.2.2 Warning displays**

Make sure that you understand the meaning of all warning displays on the vehicle's instrument panel. Do not ignore warning signs; they could indicate a dangerous fault developing.

- When you turn the ignition key, warning lights will be illuminated but will go out when the engine starts (except the handbrake warning light). If they do not, or if they come on while you are driving, stop and investigate the problem, as you could have a serious fault.
- If the charge warning light comes on while you are driving, it may mean that the battery isn't charging. This should also be checked as soon as possible to avoid loss of power to lights and other electrical systems.

### **A1.2.3 Window tints**

You **MUST NOT** use a vehicle with excessively dark tinting applied to the windscreen or to the glass in any front window to either side of the driver. In any case, the windscreen, front and rear side windows, and rear-most window must comply with the prescribed Visual Light Transmittance (VLT) limits. Window tinting applied during manufacture complies with the standards.

#### **A1.2.4 Tyres**

Tyres **MUST** be correctly inflated to the vehicle manufacturer's specification for the load being carried. Always refer to the vehicle's handbook or data. Tyres should also be free from certain cuts and other defects.

Cars, light vans, and light trailers **MUST** have a tread depth of at least 1.6 mm across the central three-quarters of the breadth of the tread and around the entire circumference.

Motorcycles, large vehicles, and passenger-carrying vehicles **MUST** have a tread depth of at least 1 mm across three-quarters of the breadth of the tread and in a continuous band around the entire circumference.

Mopeds should have visible tread.

**Tyre age** – Tyres over 10 years old **MUST NOT** be used on the front axles of:

- goods vehicles with a maximum gross weight of more than 3.5 t; and
- passenger vehicles with more than eight passenger seats.

Additionally, they **MUST NOT** be used on the rear axles of passenger vehicles with 9 to 16 passenger seats, unless equipped with twin wheels.

To prove the age of a tyre, it is further required that the date of tyre manufacture marking **MUST** always be legible.

If a tyre bursts while you are driving, try to keep control of your vehicle. Grip the steering wheel firmly and allow the vehicle to roll to a stop at the side of the road. If you have a flat tyre, stop as soon as it is safe to do so. Only change the tyre if you can do so without putting yourself or others at risk; otherwise call a breakdown service.

**Tyre pressures** – Check weekly. Do this before your journey, when tyres are cold. Warm or hot tyres may give a misleading reading.

Your brakes and steering will be adversely affected by under-inflated or over-inflated tyres. Excessive or uneven tyre wear may be caused by faults in the braking or suspension systems or wheels that are out of alignment. Have these faults corrected as soon as possible.

### **A1.2.5 Fluid levels**

Check the fluid levels in your vehicle at least weekly. Low brake fluid may result in brake failure and a crash. Make sure you recognise the low fluid warning lights if your vehicle has them fitted.

### **A1.2.6 Battery**

Ensure that the battery is well maintained and that there are appropriate anti-freeze agents in your radiator and windscreen bottle.

### **A1.2.7 Overheated engines or fire**

Most engines are water-cooled. If your engine overheats you should wait until it has cooled naturally. Only then remove the coolant filler cap and add water or other coolant.

If your vehicle catches fire, get the occupants out of the vehicle quickly and to a safe place. Do not attempt to extinguish a fire in the engine compartment, as opening the bonnet will make the fire flare. Call the fire brigade.

**Petrol stations/fuel tank/fuel leaks** – Ensure that, when filling up your vehicle's tank or any fuel cans you are carrying, you do not spill fuel on the forecourt. Any spilled fuel should be immediately reported to the petrol station attendant. Diesel spillage is dangerous to other road users, particularly motorcyclists, as it will significantly reduce the level of grip between the tyres and the road surface. Double-check for fuel leaks and make sure that

- you do not overfill your fuel tank;
- the fuel cap is fastened securely;
- the seal in the cap is not torn, perished, or missing; and
- there is no visual damage to the cap or the fuel tank. Emergency fuel caps, if fitted, should form a good seal.

Never smoke or use a mobile phone on the forecourt of petrol stations, as these are major fire risks and could cause an explosion.

Undertake all aspects of the daily walkaround checks for commercial vehicles, as recommended by Transport Malta.



### **A1.2.8 Vehicle security**

When you leave your vehicle, you should:

- remove the ignition key and engage the steering lock;
- lock the car, even if you only intend to leave it for a few minutes;
- close the windows completely;
- never leave children or pets in an unventilated car;
- take all contents with you, or lock them in the boot – remember, for all a thief knows, a carrier bag may contain valuables; and
- never leave vehicle documents in the car.

For extra security, fit an anti-theft device, such as an alarm or immobiliser. If you are buying a new car, it is a good idea to check the level of built-in security features. Consider having your registration number etched on all your car windows. This is a cheap and effective deterrent to professional thieves.

### **A1.2.9 Other problems**

If your vehicle:

- pulls to one side when braking, it is most likely to be a brake fault or incorrectly inflated tyres. Consult a garage or mechanic immediately;
- continues to bounce after pushing down on the front or rear, its shock absorbers are worn. Worn shock absorbers can seriously affect the operation of a vehicle and should be replaced; or
- smells of anything unusual, such as burning rubber, petrol, or an electrical fault, investigate immediately. Do not risk a fire.

## **A1.3 First Aid on the Road**

The following information is intended as a general guide for those without first-aid training but shouldn't be considered a substitute for proper training. Any first aid given at the scene of an incident should be considered only as a temporary measure until emergency services arrive.

### **A1.3.1 Deal with danger**

Further collisions and fire are the main dangers following a crash. Approach any vehicle involved with care. Switch off all engines and, if possible, warn other traffic. Stop anyone from smoking.

### **A1.3.2 Get help**

Try to get the assistance of bystanders. Get someone to call the appropriate emergency services on 119 or 112 as soon as possible. They will need to know the exact location of the incident and the number of vehicles involved. Try to give information about the condition of any casualties (e.g. if anyone is having difficulty breathing, is bleeding heavily, or does not respond when spoken to).

### **A1.3.3 Help those involved**

DO NOT move casualties still in vehicles unless there is a threat of further danger. DO NOT remove a motorcyclist's helmet unless it is essential. Remember, the casualty may be suffering from shock. DO NOT give them anything to eat or drink. DO try to make them warm and as comfortable as you can. Protect them from rain, but avoid unnecessary movement. DO give reassurance confidently and try not to leave them alone or let them wander into the path of other traffic.

### **A1.3.4 Provide emergency care**

Remember the letters D R A B C:


**D Danger** – Check that you are not in danger.

**R Response** – Try to get a response by asking questions and gently shaking their shoulders.

**A Airway** – If the person is not talking and the airway may be blocked, then place one hand under the chin and lift the chin up and forward. If they are still having difficulty with breathing, then gently tilt the head back. If the casualty is unconscious but breathing, place them in the recovery position until medical help arrives.

**B Breathing** – Normal breathing should be established. Once the airway is open, check breathing for up to 10 seconds.

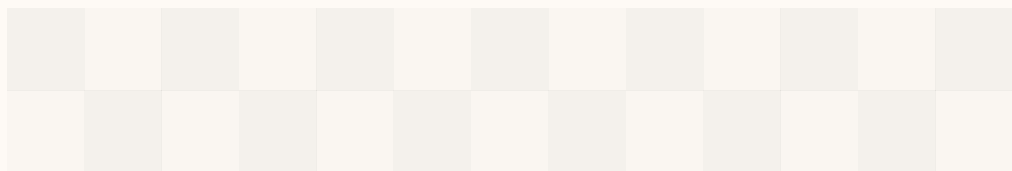
**C Compressions** – If they have no signs of life and there is no pulse, then chest compressions should be administered. Place two hands in the centre of the chest and press down hard and fast – 5–6 cm at a rate of 100/minute. You may only need one hand for a child and shouldn't press down as far. For infants, use two fingers in the middle of the chest when delivering compressions and don't press down too far.



**Bleeding** – First, check for anything that may be in the wound, such as glass. Taking care not to press on the object, build up padding on either side of the object. If there's nothing embedded, apply firm pressure over the wound to stem the flow of blood. As soon as practical, fasten a pad to the wound with a bandage or length of cloth. Use the cleanest material available. If a limb is bleeding but not broken, raise it above the level of the heart to reduce the flow of blood. Any restriction of blood circulation for more than a short time could cause long-term injuries.

**Burns** – Check the casualty for shock, and if possible, try to cool the burn for at least 20 minutes with plenty of clean, cold water or other non-toxic liquid. Don't try to remove anything that's sticking to the burn.

**Be prepared** – Always carry a first aid kit – you might never need it, but it could save a life. Learn first aid from any suitable qualified body.

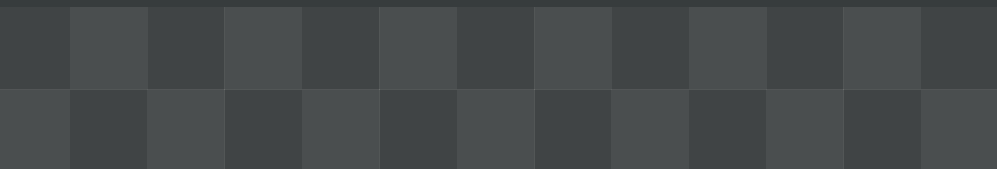




# 2

## **ANNEX**

**SAFETY CODE FOR  
NEW DRIVERS**



## ANNEX 2: SAFETY CODE FOR NEW DRIVERS

This code will help you drive safely in your first year after passing the driving test, when you are most vulnerable.

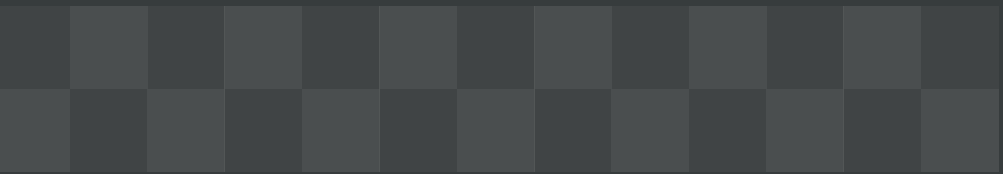
You should always follow the *Malta Road Code*.

1. It's most dangerous driving at night – don't drive between midnight and 06:00 unless it's really necessary.
2. Don't let passengers distract you or encourage you to take risks – tell them that you need to concentrate on the road.
3. Never show off or try to compete with other drivers, particularly if they are driving badly.
4. Don't drive if you've drunk any alcohol or taken drugs. Some medicines can affect your ability to drive safely – always read the warning on the label.
5. Make sure everyone's wearing a seat belt throughout the journey.
6. Keep your speed down, especially on bends.
7. Be very careful driving high-powered or sporty cars, even if you learnt to drive in one.
8. You must have insurance – it's an offence to drive without it.



# ANNEX

LIST OF LAWS AND  
REGULATIONS THAT DEAL  
WITH VEHICULAR AND  
PEDESTRIAN TRAFFIC



## **ANNEX 3: LIST OF LAWS AND REGULATIONS THAT DEAL WITH VEHICULAR AND PEDESTRIAN TRAFFIC**

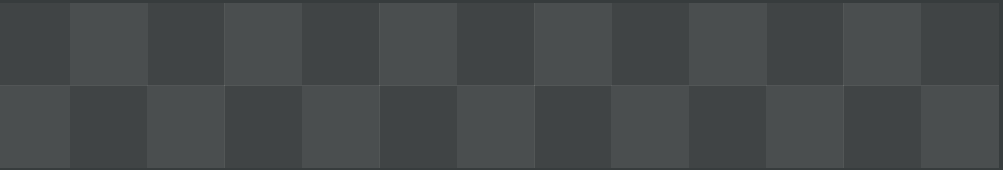
- Code of Police Laws (Cap. 10)
- Traffic Regulation Ordinance (Cap. 65)
- Traffic Signs and Carriageway Markings Regulations (S.L. 65.05)
- Motor Vehicles Regulations (S.L. 65.11)
- Motor Vehicles (Wearing of Seat Belts) Regulations (S.L. 65.12)
- Clamping and Removal of Motor Vehicles and Encumbering Objects Regulations (S.L. 65.13)
- Motor Vehicle Roadworthiness Test Regulations (S.L. 65.15)
- Breath Tests Regulations (S.L. 65.16)
- Motor Vehicles (Driving Licences) Regulations (S.L. 65.18)
- Motor Vehicles (Carriage of Goods by Road) Regulations (S.L. 65.19)
- Motor Vehicles (Weights, Dimensions and Equipment) Regulations (S.L. 65.21)
- Motor Vehicles (Carriage of Dangerous Goods by Road) Regulations (S.L. 65.22)
- Low-Powered Vehicles and Pedal Cycles Regulations (S.L. 65.26)
- Mdina (Restriction of Access and Transit of Vehicles) Regulations (S.L. 65.27)
- Vehicle Access Zones (Control) Regulations (S.L. 65.31)
- Micromobility Regulations (S.L. 65.32)
- Transport Malta Act (Cap. 499)
- Use of Animals and Animal-Drawn Vehicles on the Road Regulations (S.L. 499.66)



# 4

## ANNEX

### HAND AND TRAFFIC SIGNALS



# ANNEX 4: HAND AND TRAFFIC SIGNALS

These signals should be given by motorcyclists, pedal cyclists, and those in charge of animal-drawn vehicles. They may also be given by drivers of other motor vehicles, but in this case, they are not compulsory unless the light signal is out of order at the time.

## SIGNALS TO OTHER ROAD USERS

### Direction indicator signals



"I intend to MOVE OUT or  
TURN to my RIGHT."



"I intend to MOVE IN or  
TURN to my LEFT."

### Brake light signals and reversing light signals



"I am applying the BRAKES."



"I intend to REVERSE."

### Arm signals



"I intend to PULL IN or  
TURN to my LEFT."



"I intend to MOVE OUT  
or TURN to my RIGHT."



"I intend to SLOW  
DOWN or STOP."

These signals should also be used when slowing down or stopping  
at a pedestrian crossing.



SIGNALS BY AUTHORISED OFFICERS CONTROLLING TRAFFIC



"I want to go  
STRAIGHT ON."



"I want to TURN  
LEFT."



"I want to TURN  
RIGHT."

The left-turn and right-turn hand signals may be given if the mechanical or flashing indicator is out of order at the time.

## SIGNALS BY AUTHORISED OFFICERS

### Stop



Traffic approaching  
from the front



Traffic approaching from  
both the front and behind



Traffic approaching from  
behind

### Carry on



From the side



From the front



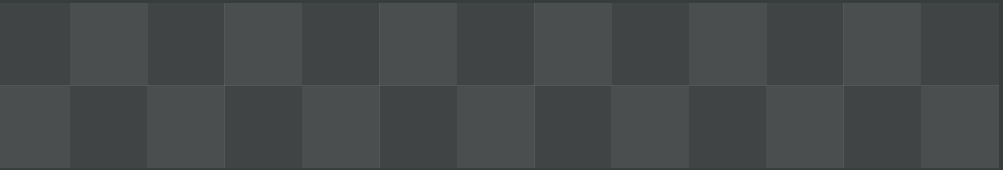
From behind





# ANNEX

## TRAFFIC SIGNS AND ROAD MARKINGS



## ANNEX 5: TRAFFIC SIGNS AND ROAD MARKINGS

In Malta, traffic signs are based on the United Nations Organisation Protocol and are in international use.

Basically, the code consists of three categories of signs – Warning, Regulatory, and Informative – each with its characteristic shape, colour, and format, with the message of the sign condensed pictorially into a symbol. In appropriate cases, the message may be supplemented or its applicability defined by means of a short inscription on a small plate appended to the traffic sign.

Slight local variations, as long as they are consonant with the spirit of the above code, are allowed, and some of the traffic signs in Malta do in fact contain such variation. Traffic signs are generally reflectorised so as to show up under headlights at night.

While Warning and Informative signs are meant for the help and guidance of motorists, Regulatory signs impose definite obligations. Regulatory signs may be either:

- prohibitory (i.e. forbidding certain manoeuvres); or
- mandatory (i.e. imposing certain manoeuvres).

The prohibition may be either immediate, in which case it applies to a single point or contingency and its applicability terminates immediately, or continuous, when its applicability is in force for a stretch of road or area and carries on until it is lifted by another sign to this effect.

## INTERNATIONAL TRAFFIC SIGNS BASED ON THE VIENNA CONVENTION 1968

Make sure you understand and obey all traffic and information signs and road markings.

### WARNING SIGNS

#### Dangerous bends



Bend to the left



Bend to the right



S-bend on the right



S-bend on the left



Series of bends

#### Intersection with roads of equal importance



Crossroads



T-junction



Side road on the left



Side road on the right



Traffic lights ahead



Crossroads



T-junction



Roundabout



Give way (on major roads)



Give way (in advance)

#### Intersection with minor roads



Crossroads



Side road on the left



Side road on the right



Staggered junction first on left



Staggered junction first on right



Road narrows  
on the Left



Road narrows  
on the right



Dual  
carriageway  
ends



Loose  
chippings



Falling rocks



Slow-moving vehicles on  
incline

## Road hazards



Road narrows



Steep hill  
downwards



Steep hill  
upwards



Slippery road



Quayside



Uneven road



Road humps



Electricity  
cable



Two-way traffic  
ahead



Tunnel ahead



Other danger



Sharp deviation of  
route to the left (or  
to the right if the  
chevrons are  
reversed)



Hazard at  
road's edge



## Live hazards



Pedestrian crossing  
(advance sign)



Children  
(school)



Roadworks



Pedestrians in  
road ahead



Elderly people



Low-flying  
aircraft



Stables



Horse riding



Agricultural  
vehicles

## REGULATORY SIGNS

### Prohibitory – Direction



No left turn



No right turn



No U-turn



No entry  
from this  
side



All vehicles  
are  
prohibited  
from either  
direction  
except for  
access



School  
crossing  
patrol

### Prohibitory – Special categories



No bicycles



No motor  
vehicles



No heavy  
vehicles



No horse-  
drawn vehicles



No pedestrians

## Road hazards



No motorcycles



No powered vehicles



No horse riding



Width limit



Height limit



Length limit



Weight limit



Axle weight

## Prohibitory – Operation



Speed limit



End of speed limit



Entry to zone limit



End of zone limit



National speed limit applies



No overtaking



End of no overtaking



No overtaking by heavy vehicles



End of no overtaking by heavy vehicles



No through road for vehicles (cul-de-sac)



No through road for vehicles on the left (cul-de-sac on the left)



No horn blowing



End of no horn blowing



No waiting



No stopping

## Mandatory - Operation



Stop



Give way to crossing traffic



Priority over crossing traffic



End of priority



Give way to traffic from the opposite direction



Priority over traffic from the opposite direction



Minimum speed limit



End of minimum speed limit



Pedestrian crossing (position sign)



Route to be used by pedal cycles only



Segregated pedal cycle and pedestrian route



Buses and cycles only



Footway



Bus stops

## Traffic signs and carriageway markings



### With-flow vehicle priority lanes

Sign placed at intermediate points along the with-flow vehicle priority lane



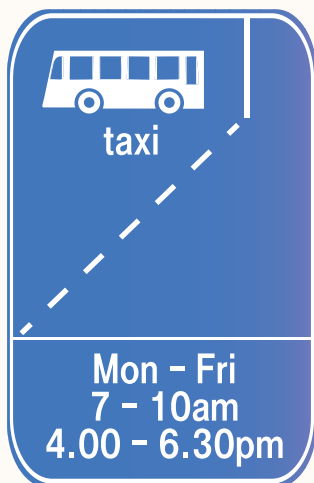
### Vehicle priority lane on road at junction ahead

The following sign is installed on carriageways that intersect with a carriageway on which a with-flow vehicle priority lane is situated.



### End of priority lane

The following sign indicates that a with-flow vehicle priority lane has come to an end.



### With-flow vehicle priority lanes

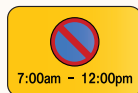
The following signs indicate that the traffic lane is reserved for:

- motor vehicles constructed or adapted to carry more than eight passengers (exclusive of the driver); and
- taxis, during the time shown in the bottom part of the plate.

A symbol of a karozzin, motorcycle, or pedal cycle may also be included on the plate, indicating that, in addition to the vehicles above, the traffic lane is also reserved for karozzini, motorcycles, or pedal cycles.



No waiting at any time



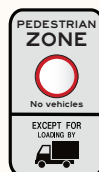
No waiting at the time indicated



No waiting except for loading and unloading



No heavy vehicles except to render a service (or owners residing) in this street



No vehicles except for loading



No entry except for loading



No entry or waiting except for school transport



## Mandatory – Direction



Go straight ahead



Go left



Go right



Turn left



Turn right

## Live hazards



Vehicles may pass on either side to reach the same destination



Keep left



Keep right



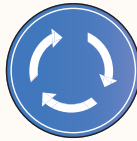
Go left or right



Go straight or left



Go straight or right



Roundabout



One way direction

## Plates



Start of prohibition



End of prohibition



Continuity of prohibition

## Distance plates

AT 300 METRES

FOR 2 KILOMETRES

GIVE WAY  
50 m

STOP  
100 m

## Message signs

School

Handicapped

No footway  
for 400 m

Patrol

Elderly  
People

Playground

Blind

Safe height  
5 m

EXCEPT ACCESS  
FOR RESIDENTS  
AND GARAGES

Exception for access to premises and land adjacent to the road when there is no alternative route

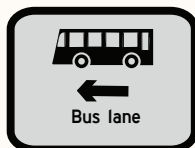
## General



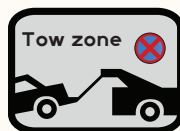
Contraflow bus lane



Accident black spot



Bus lane on road at junction ahead



Tow zone



Clamping zone



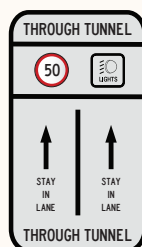
Area in which cameras are used to enforce traffic regulations



Dipped headlights



Headlights on



Through tunnel

## INFORMATIVE SIGNS

### Official signs



Parking place



Parking place to the left

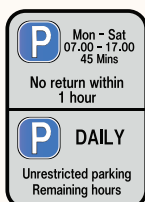
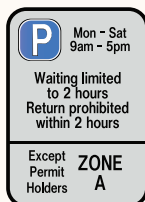


Parking place to the right



Blue sticker badge holders





Restricted parking



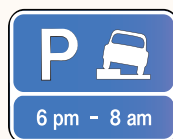
Parking for permit holders



Vehicles may be parked partially on the verge of the footway



Vehicles may not be parked partially on the verge of the footway



Vehicles may be parked partially on the verge of the footway during the period indicated



General pedestrian signs



Route sign



Place name

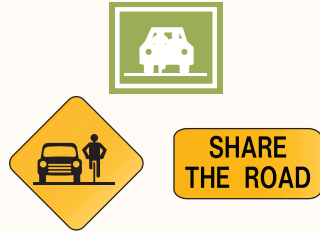


Hospital

## Informative signs and road markings



The arrows of the SHARROW show the direction that a cyclist may travel.



Road to be shared with cyclists

## Speed reduction measures



Yellow bar markings



Dragon's teeth

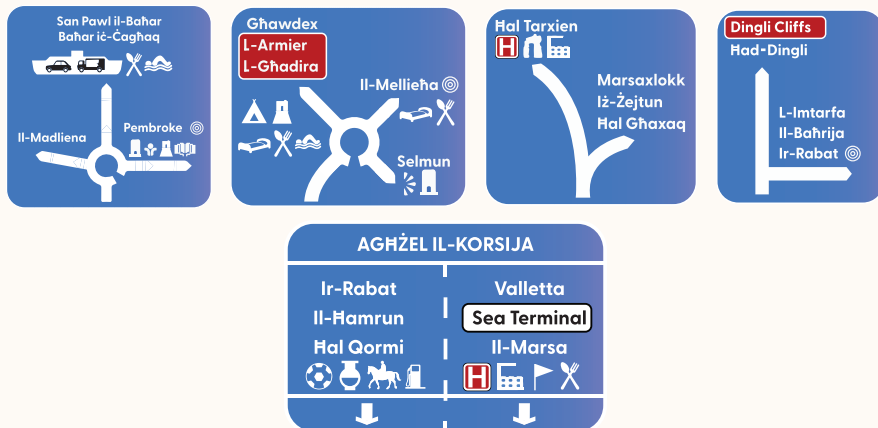


Chevron markings



Speed roundel

## Advance direction signs



Advance direction signs

## Touristic signs



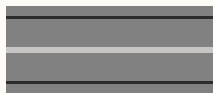
Route sign



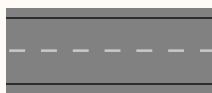
Place name

## CARRIAGEWAY MARKINGS

### Longitudinal lines



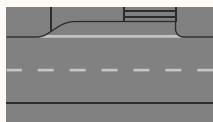
Continuous white line (centre line)



Broken white line (lane line)



Double continuous white line



Carriageway boundary line (white line)



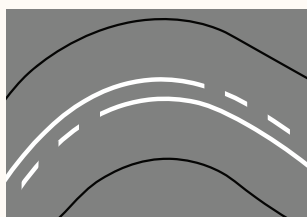
Priority to route bus



Bus bays



Bus lay-by



Continuous-cum-broken line

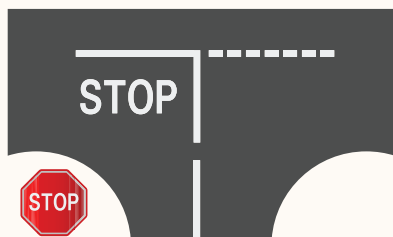


No stopping  
(Edge of carriageway)

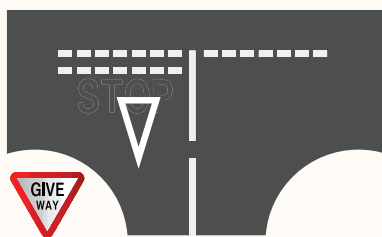


No waiting  
(Edge of carriageway)

## Transverse lines

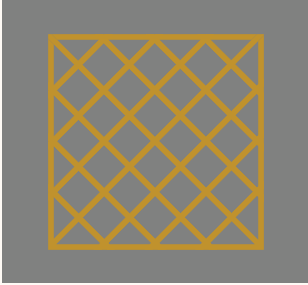


Stop line



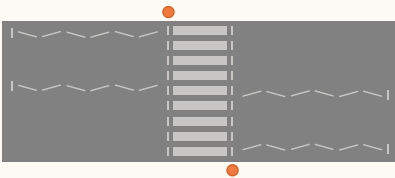
Give way line

## Transverse lines

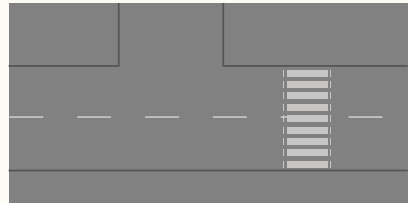


### Box junction

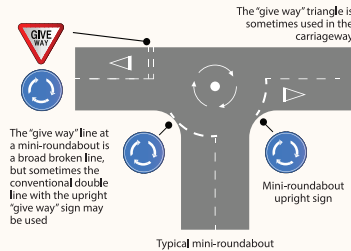
When there is a likelihood that stationary traffic could block a road junction, a yellow box may be marked on the road. You must not enter the box if your exit is not clear, except when you want to turn right and are only prevented from so doing oncoming traffic or other stationary vehicles waiting to complete a right turn.



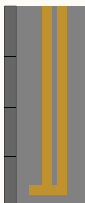
### Pedestrian crossing



### Pedestrian crossing



### Road markings at a roundabout



No waiting at any time



No waiting during the times shown on the sign



Waiting is limited to the times and duration shown

## Worded markings



Used with a  
sign



Associated  
with various  
hazards



May be used  
with upright  
signs



the indicated  
part of the  
carriageway

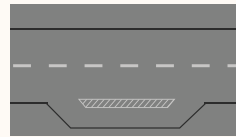
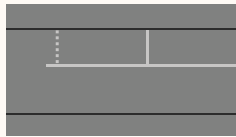


Indication of a  
compulsory  
movement  
("TURN LEFT"  
or "AHEAD  
ONLY" may  
also be shown.)

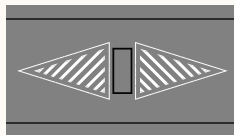
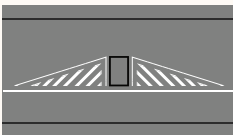


Do not stop or wait on the markings – not even to  
pick up or set down children or other passengers

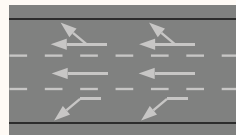
## Other markings



Bus stop bays



Obstacle warning lines



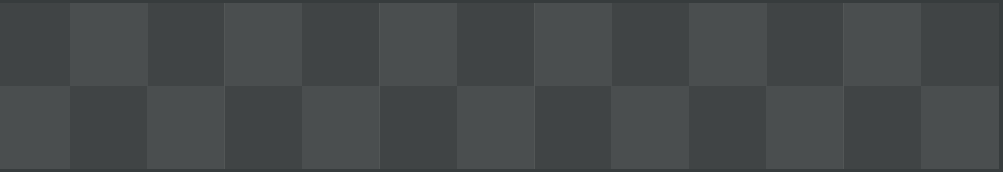
Direction arrows



Parking bays (park within the lines whenever practicable).  
These can be in white or yellow lines.

# 6

## **ANNEX** VEHICLE MARKINGS

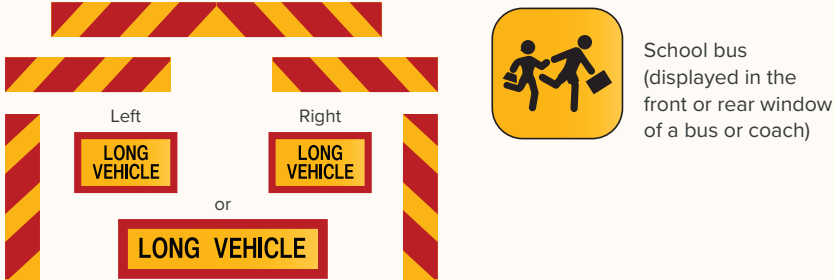


# ANNEX 6: VEHICLE MARKINGS

## VEHICLE MARKINGS

### Large goods vehicles rear markings

Motor vehicles over 7,500 kg maximum gross weight and trailers over 3,500 kg maximum gross weight.



The vertical markings are also required to be fitted to builders' skips placed on the road, commercial vehicles, or combinations longer than 13 m (optional on combinations between 11 m and 13 m).

### Hazard warning plates

Certain tank vehicles carrying dangerous goods must display hazard information panels.



Flammable liquid



Toxic substance



Oxidising substance





Non-flammable  
compressed gas



Radioactive  
substance



Spontaneously  
combustible  
substance

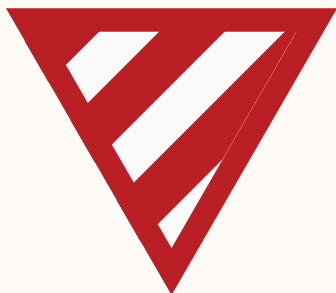


Corrosive  
substance

### Projection markers



**SIDEMARKER**



**ENDMARKER**

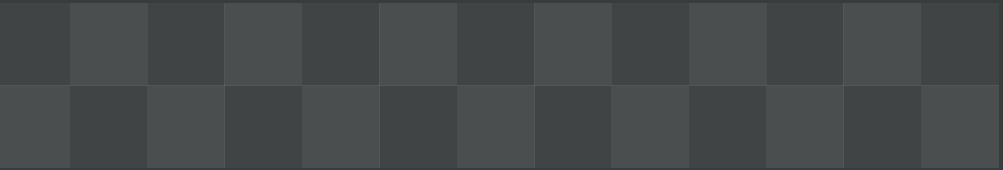
Both are required when a load or equipment (e.g. crane jib) overhangs the front or rear by more than 2 m.





# ANNEX

## FRONT-TO-REAR COLLISION FORM




## ANNEX 7: FRONT-TO-REAR COLLISION FORM

Each driver involved in a front-to-rear collision should fill out and exchange a copy of this form. In this way, each driver will have enough information regarding the other driver's identity, their insurance, and the circumstances in which the accident occurred. If a driver does not do so, they will be breaking the law.

In the Maltese Islands, a policeman should always be called on site, except in the case of a front-to-rear collision. A policeman should also be present in the case of injuries or when government property is involved. The police can be contacted on telephone number 2122 4001 or at the nearest police station.

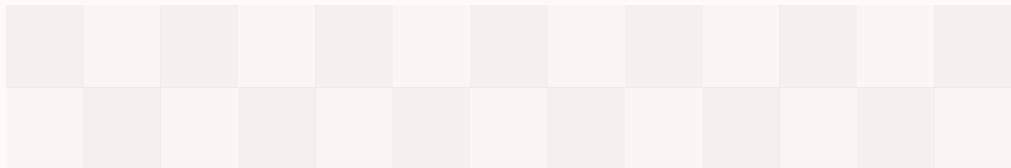
### At the scene of the accident

1. Although each driver is supposed to have a copy of this form in their car, only one Statement of Facts is to be used, and it does not matter which one is completed. When the accident involves more than two vehicles, a second form should be used.
2. The Statement of Facts is self-carbonised. Preferably using a ballpoint pen, complete fully either the yellow or green part of the Statement of Facts. The other driver is to complete the other coloured section pertaining to the second vehicle. Obviously, both drivers will need to refer to their insurance certificates and driving licences.
3. Get details of all witnesses before they leave. Complete Section 5.
4. When you are satisfied with the accuracy of the statement, sign it and have it signed by the other driver (Section 15). Keep one copy and hand the other to the other driver.
5. Don't forget to:
  - (a) mark clearly under Section 10 the point of initial impact;
  - (b) tick (✓) each relevant square on your side (numbers 1 to 7) in Section 13 and state the total number of spaces marked; and
  - (c) draw a plan of the accident location (Section 14) showing all the information indicated.

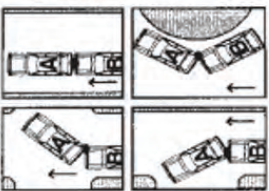

- 
6. It is advisable to keep a disposable camera in your car. In this way, you will be able to take photographs of the collision so as to have better proof.

### **When you return home**

1. Fully complete the Motor Accident Report on the back of your version of the Statement of Facts. This is your own report to your insurers. If needed, your insurance company will help you fill in this report.
2. Immediately inform your insurer about the accident and deliver this form to them, which includes (i) the Statement of Facts and (ii) the Motor Accident Report.








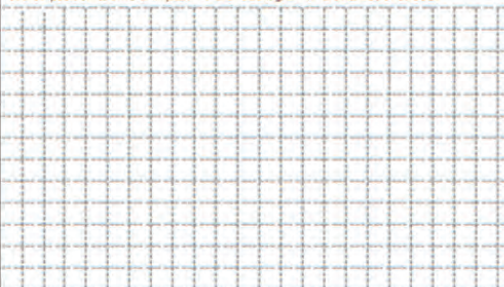

# Dikjarazzjoni dwar Incident tat-Traffiku: Front-to-Rear

Din id-dikjarazzjoni ma tfighax ammissjoni ta' responsabbiltà, iżda tikonsideraxxi tagħrif dwar il-persuni involuti u l-fatti sabiex il-claim kun jista' jigi mgħarbel mal-jur		
TRD TQI IFRIMATA M2-ZEWG SEWWEQA		
1. Data u hin ta' l-incident	2. Post ta' l-incident	3. Korn xi fadd (marka tal-IVA) <input type="checkbox"/> IE <input type="checkbox"/>
4. Hsarat materjali: Ipparti l-hsara li-vettura A jee B, hemm xi hsara oħra? <input type="checkbox"/> IVA <input type="checkbox"/> LE <input type="checkbox"/>		
<b>6. Vettura Reg</b> <b>6. Vettura Reg</b> <b>Għamla /ip</b>	<b>13. Cirkostanzi</b> <b>Aghmd sinjal (✓) Fkull kaxxa rilevanti b'lesta spjegja l-pjanta ta' l-incident (1-4)</b> <input type="checkbox"/> 1. hbat mal-parti ta' vara tal-vettura l-oħra <input type="checkbox"/> 2. waqt li kont miegħi l-hsara <input type="checkbox"/> 3. waqt li kont miegħi l-hsara <input type="checkbox"/> 4. waqt li kont miegħi l-hsara <input type="checkbox"/> 5. waqt li kont qed nagħla minn l-areja għall-oħra <input type="checkbox"/> 6. waqt li kont qed nagħla minn l-areja għall-oħra <input type="checkbox"/> 7. hbat mal-quddiem tal-vettura l-oħra waqt li kont qed nimmvija <input type="checkbox"/> 8. numru totali ta' kaxxa li mmarrkajt <b>Jekk xi pjanta minn dawn ta' hawn taht tiddiskrivi l-incident immarkaha (✓) u b'di-l-smijiet ta' l-oħroq u s-sinjali ta' l-traffiku</b> 	<b>6. Vettura Reg</b> <b>6. Vettura Reg</b> <b>Għamla /ip</b>
<b>7. Sid il-vettura</b> (ara o-certifikat ta' l-insurance jew logbook) <b>Isem u Kunjom</b> <b>ID Nru.</b> <b>Indirizz</b> <b>Telefon/Mobile</b> <b>E-mail</b>	<b>7. Sid il-vettura</b> (ara o-certifikat ta' l-insurance jew logbook) <b>Isem u Kunjom</b> <b>ID Nru.</b> <b>Indirizz</b> <b>Telefon/Mobile</b> <b>E-mail</b>	<b>8. Sewwieq</b> (ara l-licenzja tas-sewqan) <b>Isem u Kunjom</b> <b>ID Nru.</b> <b>Indirizz</b> <b>Telefon/Mobile</b> <b>E-mail</b> <b>Nru ta' l-licenzja tas-sewqan</b> <b>Grupp</b> <b>Valida sa</b>
<b>9. Kumpanija ta' l-Assigurazzjoni</b> (ara o-certifikat) <b>Isem</b> <b>Numru ta' l-Polza</b> <b>Valida sa</b>	<b>9. Kumpanija ta' l-Assigurazzjoni</b> (ara o-certifikat) <b>Isem</b> <b>Numru ta' l-Polza</b> <b>Valida sa</b>	<b>10. Uri bi vlogga fejn sehh l-ewwel impatt</b> 
<b>11. Hsarat li jidheru:</b>  	<b>14. Pjanta ta' l-incident</b> <b>Uri 1. It-tagħrif ta' l-oħroq 2. bi vlogga d-direzzjoni tal-vettura A, B 3. il-posizzjoni ta' l-incident meta saret l-hsara 4. is-sinjali ta' l-traffiku 5. l-hsarat ta' l-oħroq</b>  	<b>11. Hsarat li jidheru:</b>  
<b>12. Trid iżid xi haġa oħra?</b>  	<b>15. Firma tas-sewwieq:</b> Tal-Vettura A _____ Tal-Vettura B _____  	<b>12. Trid iżid xi haġa oħra?</b>  



# Statement of Facts on a Front-to-Rear Collision

This statement is not an admission of liability but a summary of identities and of the facts which will speed up processing of claims.  
MUST BE SIGNED BY BOTH DRIVERS

1. Date and Time of Accident		2. Exact Location of Accident		3. Injuries - even if slight YES <input type="checkbox"/> NO <input type="checkbox"/>	
4. Property Damage: other than to vehicles A and B		5. Witnesses: names, addresses, telephone/mobile numbers and ID (indicate if passenger, and, if so, in which vehicle)			
<b>6. Vehicle</b> <b>Reg Plate</b> _____ <b>Make/Type</b> _____		<b>13. Circumstances</b> Tick (✓) each of the relevant boxes to explain the plan of the accident (14)		<b>6. Vehicle</b> <b>Reg Plate</b> _____ <b>Make/Type</b> _____	
<b>7. Owner</b> (see insurance certificate or logbook) <b>Name &amp; Surname</b> _____ <b>ID No.</b> _____ <b>Address</b> _____ <b>Telephone/Mobile</b> _____ <b>E-mail</b> _____		<input type="checkbox"/> 1. striking the rear of the other vehicle <input type="checkbox"/> 2. whilst going in the same direction <input type="checkbox"/> 3. whilst travelling in the same lane <input type="checkbox"/> 4. whilst travelling in a different lane altogether <input type="checkbox"/> 5. whilst changing lanes <input type="checkbox"/> 6. whilst overtaking <input type="checkbox"/> 7. striking the front of the other vehicle whilst reversing <input type="checkbox"/> state total number of ticked boxes		<b>7. Owner</b> (see insurance certificate or logbook) <b>Name &amp; Surname</b> _____ <b>ID No.</b> _____ <b>Address</b> _____ <b>Telephone/Mobile</b> _____ <b>E-mail</b> _____	
<b>8. Driver</b> (see driving licence) <b>Name &amp; Surname</b> _____ <b>ID No.</b> _____ <b>Address</b> _____ <b>Telephone/Mobile</b> _____ <b>E-mail</b> _____ <b>Driving Licence Number</b> _____ <b>Group</b> _____ <b>Valid up to</b> _____		If any of the plans shown below describe this collision, you can adopt by ticking it (✓) and adding any relevant road signs and the names of the streets.    		<b>8. Driver</b> (see driving licence) <b>Name &amp; Surname</b> _____ <b>ID No.</b> _____ <b>Address</b> _____ <b>Telephone/Mobile</b> _____ <b>E-mail</b> _____ <b>Driving licence number</b> _____ <b>Group</b> _____ <b>Valid up to</b> _____	
<b>9. Insurance Company</b> (see insurance certificate) <b>Name</b> _____ <b>Policy Number</b> _____ <b>Valid up to</b> _____		<b>9. Insurance Company</b> (see insurance certificate) <b>Name</b> _____ <b>Policy Number</b> _____ <b>Valid up to</b> _____			
<b>10. Show with an arrow the point of initial impact</b> 		<b>14. Plan of accident</b> Indicate: 1. the layout of the road 2. by arrows the direction of vehicles A, B 3. their position at time of impact 4. the road signs 5. the names of streets. 		<b>10. Show with an arrow the point of initial impact</b> 	
<b>11. Visible Damage:</b> _____ _____ _____				<b>11. Visible Damage</b> _____ _____ _____	
<b>12. Remarks</b> _____ _____ _____ _____		On behalf of myself and any witnesses specified in this form, I consent to the processing of our personal data by the Insurance Companies and the Malta Insurance Association for the purposes stated on this form and I confirm that I have brought the Data Protection Notice to the attention of these witnesses. <b>15. Signatures of drivers:</b> Of Vehicle A _____ Of Vehicle B _____		<b>12. Remarks</b> _____ _____ _____ _____	

Do not alter anything in this statement after it is signed and a copy is handed to the other driver

## HOW TO COMPLETE THIS FORM IN FRONT-TO-REAR COLLISIONS

Drivers involved in a front-to-rear collision should fill in and exchange a copy of this form.  
The Local Wardens should otherwise be called on site (tel: 21320202), except in case of injuries or damage to Government property where the Police should be called (tel: 112).  
You will be breaking the Law if you do not follow these instructions.

### At the scene of the accident

- It is advisable to take photos of damages as well as of the accident and its surroundings. Afterwards remove the vehicles so as not to obstruct traffic.
- Each driver must have a copy of this form in the vehicle. Only 1 **Statement of Facts** is to be used when 2 vehicles are involved. 2 forms are to be used when 3 vehicles are involved ... and so on.
- The **Statement of Facts** is self-carbonated. Use a pen to complete the form and write firmly. The driver in front is to complete the section marked "Vehicle A" and the other driver is to complete the section marked "Vehicle B". Both drivers will need to refer to their Insurance Certificates and Driving Licenses.
- If you are unable to read and/or write go to the nearest Police Station to complete the form.
- Get the particulars of any witnesses before they leave (section 5). Their evidence will be helpful in case of dispute with the other driver.
- When the statement is completed both parties should sign the form (section 15). Each driver is to retain a copy of the statement.
- Don't forget to:

- Mark clearly under section 10 the point of initial impact on your vehicle.
- Tick (x) the appropriate squares (numbers 1 to 7) in section 13 and the total number of squares marked.

### After the Accident

Immediately inform your Insurance Company about the accident and hand in this form to them which includes (i) the **Statement of Facts**, (ii) **Motor Accident Report** and (iii) the photos. In case of need your Insurance Company will help you fill in the Report.

### Data Protection Statement

The Insurance Association Malta and the insurers covering vehicles A and B ("we" / "our") are the data controllers in relation to personal data provided in this traffic accident.

By signing this traffic accident report, you acknowledge that you as driver or owner of vehicle A or B and all other witnesses named by you, agree to this Data Protection Statement, and are giving explicit consent to such information being processed in the manner and for the purposes outlined here.

This information will be held in our data systems or that of our intermediaries and will be used for the management of your insurance policy, and for underwriting, claim handling and fraud prevention purposes. We may also collect information from other sources and check the information you provide us with such information.

We may pass this information to other insurers either directly or through persons acting on their behalf (such as the Malta Insurance Fraud Platform, Insurance Intermediaries, Motor surveyors or Private Investigators). We may also pass this information to other persons involved in the same accident to facilitate any claim for damages. Under the Data Protection Act you are entitled to know what personal data is held about you in our data systems and, where applicable, request the rectification or erasure of same. If you wish to receive this information, please download the Personal Data Request Form from [www.maltainsurance.org](http://www.maltainsurance.org), complete it with the required information and post it to the Insurance Association Malta.

We may occasionally update this Data Protection Statement on the same website. Therefore we would recommend you periodically review this statement to stay informed about how we are meeting our obligations under the Data Protection Act.

## KIF TIEGHA L-FORMOLA FKA2 TA' INCIDENT FRONT-TO-REAR

Sewieqja jkun involut f'incident Front-to-Rear għandhom jinfex din il-formola u jgħidha kopja kull wiehied. L-Owenders Lokali (tel: 21320202) għandhom jgħid ma jgħidx il-kopja ta' din il-formola, għajr jekk tliet ta' kullha, tliet ta' kullha, tliet ta' kullha. Tliet ta' kullha jkun involut f'incident Front-to-Rear għandhom jinfex din il-formola u jgħidha kopja kull wiehied. Tliet ta' kullha jkun involut f'incident Front-to-Rear għandhom jinfex din il-formola u jgħidha kopja kull wiehied.

### Faqsja ta' Incident

- Kun qiegħid l-istess ritratti ta' l-incident u ta' madwar b'lekk kolok prova ta' fatt. Wera għandek bogħi l-vettura ma għandek b'lekk kolok prova ta' l-incident.
- Kull sewieq għandu jkollu kopja ta' din il-formola f-vettura tiegħi. Però, għandha tinfexx formola 1 f'kull vettura involuta; 2 formoli għandhom jinfexxu f'kull vettura involuta; 3 vetturi involuti, ebc...)
- L-Owenders Lokali jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied. L-Owenders Lokali jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.
- F'kull vettura involuta jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.
- Jekk hemm iktar vettura involuta f'incident, tinfexxu l-formola ta' l-incident u jgħidha kopja kull wiehied.
- Malta jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.
- Tassew.

- Marki b'lekk kolok prova ta' l-incident u ta' madwar b'lekk kolok prova ta' l-incident.
- Marki b'lekk kolok prova ta' l-incident u ta' madwar b'lekk kolok prova ta' l-incident.

### Wera l-incident

Minufex għandek jinfexxi l-formola ta' l-incident u jgħidha kopja kull wiehied. L-Owenders Lokali jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied. L-Owenders Lokali jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.

### Dikjarazzjoni dwar Protezzjoni tad-Data

L-Insurance Association Malta u l-Insuranti ta' l-assigurazzjoni ta' l-ovvuri A u B ("naħna" / "tagħna") huma l-kontrolluri ta' data personali mogħjia f'din l-incident.

Meta nfirmu din l-ovvuri ta' l-incident, nfirmu għad li int, b'lekk kolok prova ta' l-incident u ta' madwar b'lekk kolok prova ta' l-incident, jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.

Din l-informazzjoni jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied. Din l-informazzjoni jkun involut f'incident Front-to-Rear għandhom jinfexxu din il-formola u jgħidha kopja kull wiehied.

Nistgħu ngħidli din l-informazzjoni ta' l-assigurazzjoni ta' l-ovvuri A u B ("naħna" / "tagħna") huma l-kontrolluri ta' data personali mogħjia f'din l-incident.

Nistgħu ngħidli din l-informazzjoni ta' l-assigurazzjoni ta' l-ovvuri A u B ("naħna" / "tagħna") huma l-kontrolluri ta' data personali mogħjia f'din l-incident.

Nistgħu ngħidli din l-informazzjoni ta' l-assigurazzjoni ta' l-ovvuri A u B ("naħna" / "tagħna") huma l-kontrolluri ta' data personali mogħjia f'din l-incident.



M'hemmx ghalfejn jissejhu l-gwardjani lokali (tel: 2132 0202), sakemm ma jkunx hemm korrimint, fejn f'dak il-każ għandek issejjaħ lill-pulizija (tel: 112).

There's no need to call the local wardens (tel: 2132 0202) unless in case of injury, where the police (tel: 112) should be called.

- ☐ Importanti li tiehdu ritratti tal-incident u tal-madwar.
- ☐ ***Take photos of the accident and its surroundings.***
  
- ☐ Wara, nehhi l-vetturi minn nofs tat-triq biex ma jinżammx traffiku.
- ☐ ***Afterwards, remove the vehicles to avoid obstructing traffic.***
  
- ☐ F'każ li ma tafx taqra u/jew tikteb, mur fl-eqreb għassa tal-pulizija biex timla l-formola skont l-istruzzjonijiet fuq ġewwa.
- ☐ ***If you are unable to read and/or write, go to the nearest police station to complete the form according to the instructions inside.***
  
- ☐ Imla l-formola kollha tal-Front-to-Rear Collision u iffirmaha.
- ☐ ***Complete the Front-to-Rear Collision form and sign it.***







[www.transport.gov.mt](http://www.transport.gov.mt)