

HIGHWAY CODE

PART ONE

LEGISLATIVE

TITLE I

OFFENCES TO THE RULES CONCERNING VEHICLE DRIVING AND THE USE OF WAYS OPEN TO PUBLIC TRAFFIC

Article 1:

- I. Anybody who will have been obviously drunken driving or under drug influence will be punished either by an imprisonment of one month to one year and by a fine of 1,501 to 20,000 Riels or by one of these two penalties only.
- II. The penalties here above determined will be doubled in case the drunken or drugged driver has caused a corporeal accident.

Article 2:

Any driver who, out of clumsiness, imprudence, inattention, carelessness or non-compliance with the regulation will have injured another person who, for a period of time, will be unable to work, will be punished by one month-to one year imprisonment.

Article 3:

Any driver who, out of clumsiness, imprudence, inattention or carelessness, will have injured and made another person invalid will be punished by a one to three year imprisonment.

If this accident is due to the non-compliance with the regulation, the driver's driving license will be suspended for duration not exceeding two years.

Article 4:

Any driver who, out of clumsiness, imprudence, inattention or carelessness, will unwillingly have deadly injured another person will be punished by a one-to-three year imprisonment.

If this accident is due to the non-compliance with the regulations, the driver will be punished by the maximum penalty and his driving license will be suspended for a duration not exceeding three years.

Article 5:

Any vehicle driver who, knowing that this vehicle has just caused a corporeal or deadly accident, won't have appeared to make a declaration at the nearest police station, and will have thus tried to escape from the criminal or civil responsibility that he might have brought upon himself, will be punished with a one-to-three year imprisonment.

Article 6:

Any person who is driving a vehicle for which he doesn't have the driving license required by the category of the vehicle taken into consideration or whose attached documents are fakes or who uses faked license plates or a faked registration certificate will be punished with a one to three year imprisonment.

In the cases of the here above mentioned offences, the vehicle will be driven to the police station where it will be immobilized without any tying up of the liability of the existing administrative structures. This immobilization will be notified to the vehicle owner who will have to acknowledge receipt of it. He will be allowed a three-month period to come and collect his vehicle. The guarding expenses start on the notification day and are borne by the vehicle owner.

Article 7:

Any vehicle driver who will have put an obstacle to its immobilization or who will have, on purpose, omitted to obey a summons to stop from a civil servant or agent in charge of ascertaining offences and equipped with the external and visible signs of his qualification, or who will have refused to comply with all stipulated verifications concerning the person or the vehicle will be punished by both an imprisonment of one month to one year and a fine of 1,501 to 20,000 Riels or by one of these two penalties only.

Article 8:

Anybody who, to hinder or to obstruct the road traffic, will have put or attempted to put, on a public way open to traffic, an object that jams the passing of the vehicles or who will have used or attempted to use any means to hinder it, will be punished by either an imprisonment of one month to one year and a fine of 1501 to 20,000 Riels or by one of these two penalties only.

If damages occur to State or private properties, the perpetrator's civil liability might be engaged.

TITLE II

PROVISIONS CONCERNING THE DRIVING LICENCE

Article 9:

The driving license suspension during a period of time comprised between one month ; to six months can be ordered in case of obvious drunkenness or if the driver is under drug influence without excluding a fine of 1,501 to 20,000 Riels.

Article 10:

In case of repetition of the offences mentioned in article L 9, the cancellation of the driving license can be sentenced, without excluding the here above mentioned fine that will be tripled. The sentenced person will not be allowed to apply for a new driving license before a one-year period, provided he will have previously passed the driving license exam as well as a medical exam.

Article 11:

Any person who will have driven a vehicle while his driving license was suspended or cancelled, or any person who, sentenced to this suspension or cancellation, will have, by fraudulent action, obtained or attempted to obtain a new driving license will be punished by a one to three years imprisonment.

TITTLE III

GENERAL PROVISION

Article 12:

The driver of a vehicle is penally liable for the offences made by him in the driving of the vehicle.

Article 13:

The driver of a vehicle is penally liable and liable for damages in case he causes an accident out of his working hours and if he is not under the responsibility of an employer.

Article 14:

The owner of a vehicle is liable for damages in case of an accident caused by his vehicle.

Article 15:

All the violations of laws and regulations, except the ones leading to a simple contravention or lump fine, concerning the road traffic regulations on the ways open to public traffic, even if causing a corporal accident, will be brought to the courts of the judicial order that, considering the adoption by the National Supreme Council in its deliberation of 10 September 1992 of the “provisions concerning the judicial system, the criminal law and the criminal procedure applicable in Cambodia during the transitory period”, will be the magistrates’ courts (Article 3, indented line 2).

These courts will be entitled, following the case and according to the circumstances and consequences of the accident, to grant compensations and indemnities to the injured victims or rightful claimants.

Article 16:

The civil servants of all ranks among the provincial or municipal road traffic police have the following duties:

- to ascertain the offences to the highway code;
- to draw up infraction reports;

to collect, thanks to the counterfoil book, the lump fines, the rates of which are determined by Article 179 according to a procedure fixed by a separate directive of UNTAC;

to check the parts necessary to the vehicles movements;

to draw up an official account in case of road traffic accident;

to draw up a charge report to which they will attach the report addressed to the courts of the judicial order in case the accident has caused injuries or casualties.

The motivations leading to the possible decision to suspend the driving license in accordance with the seriousness of the accide

competent and respecting the official channels, an official account reporting the

the term “cycle track” designates, on a multiple traffic lane roadway, the track exclusively reserved to cycles, rickshaws (cyclo-pousses), motorcycles and motorcycles with trailer;

the term “built-up areas” designates a space on which buildings and/or houses close to one another are grouped, whose entrances and exits are signaled by roadsigns put on purpose along the road that crosses or runs alongside that space;

the term “intersection” designates the junction or crossing place of two or more roadways, whatever the axis angle(s) may be;

the term “stop” designates the temporary immobilization on a road during the time necessary to allow the boarding or getting off of a person, the loading or unloading of the vehicle, while the driver remains at the controls of it or very near to be able, if necessary, to move it;

the term “parking” designates the immobilization of a vehicle on a road, apart from the circumstances that characterize the stop;

the term “roundabout” designates a square or a crossroads comprising a central platform materially impassable, surrounded by a rightward one way roadway with different roads coming out, and indicated by specific roadsigns;

the term “roads with heavy traffic” designates a roadway indicated by a specific roadsign;

During normal progression, the driver must keep his vehicle or his animals close to the right hand side as far as allowed by the roadway's condition and shape.

The driving in line of two motor vehicles is forbidden on all roads.

Article 6:

When, on one way roads and on roads with more than two traffic lanes, the traffic, because of its density, evolves toward an uninterrupted line on all the lanes, the drivers must keep inside their lane; they may change lane only to prepare a change of direction, and limit as far as possible the trouble caused to the other vehicles traffic.

Article 7:

A driver should not enter an intersection if there is a risk for his vehicle to be immobilized on it or to prevent the other vehicles traffic from progressing on the cross street(s).

Article 8:

When the roadway comprises longitudinal continuous lines, either axial or separating the traffic lanes, the drivers should in no case pass or overlap these lines.

However, when a discontinuous line is coupled to the continuous line, the driver may pass the latter if the discontinuous line runs on the closer side of his vehicle at the beginning of the manoeuvre and provided this manoeuvre will be completed before reaching the end of the discontinuous line.

Article 9:

When the roadway comprises longitudinal discontinuous lines delimiting the traffic lanes:

if it concerns the non specialized general traffic ways, the driver must, during a normal progression, use the lane that is delimited on the far right hand side among these lanes and pass these lines only in case of overtaking or when necessary to cross the roadway;

if it concerns a traffic way reserved to certain categories of users, the other users should not come on this lane and may pass or lap over the line only to leave or enter the roadway.

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side, cross the roadway, or when he wants to resume his position in the traffic flow.

Article 12:

In a built-up area, the other vehicle drivers must, while respecting the provisions of Article 11, slow down and stop if necessary to let the public transport vehicles leave the stops signaled as such.

Article 13:

Any driver coming out on a road from an access not open to public traffic, from a dirt track or from a parking area alongside the road should enter the road only after having made sure he can do it safely and at a speed reduced enough to allow a stop on the spot. If necessary, he must give way to any other vehicle.

Article 14:

It is forbidden to cut elements of military or police forces convoys, or of authorized corteges in progress.

Article 15:

The driver of a vehicle moving behind another vehicle must leave, behind the latter, a safety distance sufficient to enable him to avoid a collision in case of brisk slowing down or sudden stop of the proceeding vehicle. The more the speed increases, the longer the distance must be.

Outside of the built-up areas, when vehicles or composed vehicles of an authorized 3.500 kg maximum loaded weight or of more than 7 meters long follow one another at the same speed, an interval of at least 50 meters must be kept between each of them and the preceding one.

Article 16:

Without contrary indication, any work, milestone, earth platform or monument installed on a roadway, a square or at a crossroads and constituting an obstacle to the straight progression of a vehicle must be bypassed by the right hand side.

Article 17:

All drivers must completely stop in front of a red cross light, whether steady or flashing.

**SECTION 2
SPEED**

Article 18:

if contrary indication authorized by the existing competent administrative structure.

Outside the built-up areas, the speed limit is set a 90 Km/h, at 70 Km/h for the heavyweight vehicles without contrary indication authorize by the existing competent administrative structure.

In case of rainfall, muddy roads and fog, the maximum speed limit is lowered to 70 Km/h on the roads for the vehicles and to 50 Km/h for the heavyweight vehicles.

Article 19:

Vehicles carrying dangerous substances, with a total weight superior to 10 tons, should not exceed the following speeds:

- (a) in built-up areas: 30 Km/h
- (b) on the other roads: 50 Km/h

Article R 20:

The prescriptions in Article 18 are not applicable to the drivers of police and firefighting vehicles, as well as to ambulances and other vehicles equipped with a special clear-toned and light device.

These vehicles will however have to move with great caution and namely slow down at crossroads.

Article 21:

No driver should hinder the normal progression of the other vehicles by moving at

1. at sunset and before sunrise;
2. when passing or overtaking pedestrians or cyclists, isolated or in group;
3. when overtaking convoys at stop;
4. when passing or overtaking public transport vehicles or vehicles assigned to children transport with special signaling, when people board or get off these vehicles;
5. in all cases in which the road doesn't appear totally open or risks to be slippery;
6. when nearing a bridge;
7. when the visibility conditions are not good enough (rainfall, fog, etc.);
8. in the turns;
9. when nearing intersections, crossroads and roundabouts;
10. when quickly going down;
11. in the sections of narrow or congested roads or roads lined by residences;
12. when nearing slope tops and intersections where visibility is not assured;
13. when using special lighting devices and particularly dipped headlights;
14. when passing or overtaking draught animals, burden beasts, saddle animals or cattle;
15. in any case where road signs indicate a speed limit.

SECTION 3 PASSING AND OVERTAKING

Article 23:

Passing must be performed on the right hand side and overtaking on the left hand side.

Article 24:

In case of vehicles passing, each driver must keep on his right hand side as much as possible, considering the possible presence of other road users.

Article 25:

Before overtaking, the driver must make sure he can do it without danger, namely:

1. he must have the possibility to go back to his position inside the normal traffic flow without hindering it and with allowing the other vehicles to move without problem;
2. he must be sure the relative speed of both vehicles will make overtaking possible within a short enough time.

In addition, if need be, he has to warn the road user(s) about his intention to overtake, either by using his horn during day time or by flashing his headlights at night time.

To perform the overtaking, he has to move far enough on the left to avoid hitting the road user he wants to overtake. He should in no case near him laterally at less than one meter if it is a vehicle drawn by animal(s), a two- or three-wheel vehicle or a pedestrian.

During overtaking, the driver may use the left hand side part of the roadway only if he doesn't hinder the traffic progressing in the opposite direction.

Article 26:

As an exception to the rule set at Article 23, but with precautions identical to the ones prescribed in Article 25 in case of overtaking on the left-hand side, a vehicle must be overtaken on the right hand side when the driver of this vehicle has warned he is about to turn to the left under the conditions set in Article 34.

Article 27:

On two-way roadways, when forward visibility is insufficient (as it can occur in a turn or at a slope top), overtaking is forbidden except if this manoeuvre doesn't overlap the left hand side of the roadway, beyond a continuous line, or if overtaking a two-wheel vehicle doesn't lap over the half left hand part of the roadway.

Overtaking any other vehicle than two-wheel ones is forbidden at road intersections, except for the drivers entering an intersection where drivers moving on the other roads must give way, as obliged by Articles 36, 37 and 38, or when they enter an intersection whose crossing is ruled by traffic lights or by a police agent.

Overtaking is also forbidden where a railway crosses a road without barrier protection, on narrow roads, on bridges, when visibility conditions are insufficient (rainfall, fog, etc.).

Article 28:

When the two-way roadway comprises more than two lanes, whether marked or not, the drivers who overtake are not obliged to use the farthest left hand side lane.

Article 29:

Any driver who has just completed an overtaking must come back on his right hand side after having made sure he can do it without inconvenience and let the other vehicles move without problem.

Article 30:

When about to be overtaken, the drivers must immediately keep close to their right without speeding up.

Article 31:

In all cases where the available width of the roadway, its shape or its condition do not allow easy and safe passing or overtaking, the drivers of the vehicles whose

size or load exceeds 2,50 meters in width and 7 meters in length, trailer included, to the exception of public transport vehicles inside built-up areas, must slow down and, if necessary, stop or park to give way to the smaller vehicles.

In the same cases, when a vehicle of the police force or of the military police (Gendarmerie), a fire fighting vehicle, an ambulance or any other vehicle equipped with special devices warns about its coming with clear-toned and light devices, all the other road users must slow down and, if necessary, stop or park to make the passing of this vehicle easier.

Article 32:

When on mountain roads and on road with high declivity, the passing appears to be difficult, the going down vehicle must stop first and give way to the up coming vehicle showing its intention by flashing its headlights.

**SECTION 4
ROAD INTERSECTIONS - RIGHT OF WAY**

Article 33:

Any driver of vehicle or animal nearing a road intersection must check that no other vehicle is passing on the roadway he will cross; he must progress as slowly as imposed by the visibility conditions; in case of necessity, he must warn about his approach by using his horn in day time and by flashing his headlights in night time.

Article 34:

Any driver about to leave a road by the right hand side must keep close to the right hand edge of the roadway.

He may however use the left hand part of

Outside the built-in areas, any driver entering a road with heavy traffic and not being himself on a road of that category must give way to the vehicles moving on that road with heavy traffic.

Inside the built-in areas, the drivers who enter a road with heavy traffic and who aren't themselves on a road of that category must give way to the vehicles that are progressing on the road with heavy traffic.

Any driver entering a roundabout must, whatever the road class he is about to leave, give way to the users progressing on the roadway running alongside the edge of the roundabout.

Article 37:

By derogation to Articles 35 and 36, all drivers should, at certain intersections indicated by road sign(s), give way to the vehicles moving on the other road(s) and enter them only after having made sure they can do it safely.

Article 38:

All drivers must, at certain intersections indicated by a special road sign, clearly mark a stop when entering the roadway. They have then to give way to the vehicles moving on the other road(s) and enter them only after having made sure they can do so safely.

Article 39:

Notwithstanding all opposite provisions, any driver should give way to the police, military police (Gendarmerie) and firefighting vehicles, as well as to ambulances warning about their approach by the use of special clear-toned and light devices.

Article 40:

At the intersections, when a multiple lane roadway comprises one or more lanes reserved to the traffic of certain vehicle categories, the priority rules determined at Articles 35, 36, 37, 38 and 41 are compulsory for all drivers moving on or entering that roadway, but for exceptions determined in Article 39.

SECTION 5 RAILWAYS PASSING ON ROADS

Article 41:

No driver should enter a level crossing if, because of its technical characteristics or because of the traffic conditions, his vehicle risks to be immobilized on it. When a level crossing is equipped with barriers or half-barriers, no road user should enter it when these barriers are either closed or in closing or opening movement. When a level crossing is not equipped with barriers, half barriers nor light signal, no road user should enter it without having previously made sure that no train is approaching. When a level crossing is guarded, the road user has to obey the guard orders and not prevent the closing of the barriers.

All road users must, when a train is approaching, move out of the railway to give

on the right hand side of them

- b) for the one-way roadways:
on the right hand side or left hand side, without opposite indications determined by road signs
 - c) in any case, on the verge when it is not assigned to the traffic of particular user categories and if the ground condition allows it.
- (2) Outside built-up areas, any vehicle or animal at stop or at park must be put as much as possible out of the roadway.

When it can be placed only on the roadway, the provisions determined here above in (a) and (b) must be respected.

Article 47:

It is forbidden to abusively leave a vehicle or an animal at park on a road.

Parking is regarded as abusive for a vehicle when uninterrupted on a same point of the public way or its dependencies for a duration superior to 15 days.

Article 48:

Any vehicle or animal at stop or at park must be placed so as to hinder the traffic as little as possible.

Stopping or parking a vehicle or an animal is forbidden:

- (1) on the sidewalks and on the crossings or verges reserved for the pedestrian traffic or for particular categories of vehicles;
- (2) on the places reserved for the stopping or parking of certain categories of vehicles;
- (3) between the edge of the roadway and a continuous line when the width of the lane remaining open between this line and the vehicle wouldn't allow another vehicle to move without passing or overlapping the line;
- (4) close to traffic lights or road signs, in places such as they can be hidden to the users' view;
- (5) at any place where the vehicle would hinder either the access to another vehicle at stop or at park or the departure of this vehicle;
- (6) on bridges, in quick down slopes, in intersections and roundabouts; in any case, the vehicles must be parked at least 10 meters away from an intersection or a turn;
- (7) beside fire hydrants and fire stations;
- (8) in front of bordering buildings entrances suitable to vehicles;
- (9) in front of private entrances or exits, except for the owner;
- (10) in double-line;
- (11) on the edge of the roadway of which the opposite side comprises an authorized parking, except if the parking is authorized on both sides.

It is also regarded as hindering for the public traffic to stop or to park a vehicle or an animal in front of a police station, of the entrances and exits of meeting rooms, theatres and cinemas.

Parking is forbidden in places with an interdiction road sign, as well as in front of hospitals, schools and level crossings.

Article 49:

Any animal or vehicle should be placed in order not to endanger public ways users.

Any vehicle should be parked at less than 30 cm from the sidewalk edge.

It is regarded as dangerous, when visibility is insufficient, to stop and park close to road intersections, turns, slope tops and level crossings.

Article 50:

When the parking on alternate sides is instituted on a permanent basis, for the whole year or only in part, on one or several ways of the built-up area, its periodicity must be semimonthly.

Parking is then made under the following conditions:

from the 1st to the 15th of each month, parking is authorized on the side of the uneven numbers of the building bordering the street;

from the 16th to the end of the month, parking is authorized on the side of the even numbers of the building bordering the street.

Except in case of opposite provisions, the change of side must be operated on the last day of each period, between 8.30 and 9.00 P.M.

Article 51:

The driver should never move away from the parking place without having taken the useful precautions to prevent any risk of accident because of his absence.

Article 52:

It is forbidden to any vehicle occupant to get off or to open a door without having previously made sure he can do it safely.

SECTION 8 VEHICLES LIGHTING AND SIGNALLING

Article 53:

(I) During night time, or during daytime when visibility is insufficient, the drivers of the vehicles moving on the ways open to public traffic (including farm tractors and road works vehicles) aimed at titles II, III and IV must use the following lights in the conditions here after defined:

1) *Headlights*

As a general rule, headlights must be used.

2) *Dipped headlights*

Dipped headlights must be used with the exclusion of headlights:

- a) when the vehicle risks to dazzle other users, namely:
 - when it is about to pass another vehicle;
 - when it follows another vehicle at a short distance, except when overtaking.The change from headlights to dipped headlights must be done soon enough not to hinder the other users' traffic.
- b) when visibility is reduced because of the weather conditions, namely in case of fog and rainfall, with proper reserves of hereafter Section 3 (indented line 2)

However, the headlights can be flashed, in the above cases, to briefly give the other users warnings justified by safety reasons, namely when overtaking.

When headlights are used, dipped headlights can be used simultaneously.

3) *Sidelights*

In built-up areas, even during rainfall, vehicles must move with at least sidelights switched on, without headlights, when the roadway is lighted and that this lighting enables the driver to

the other users, the dipped headlights must replace the headlights. The rear fog lights can be used only when there is fog.

- (III) The back lights can be switched on only when the vehicle is moving backward.

Article 54:

At sunset, during night time, at sunrise and during day time when demanded by the circumstances, the vehicles and animal drivers and the other road users listed here after who move on a roadway must switch on the following lights:

- (1) bicycles rickshaws (cyclo-pousses) and motorcycles as well as their trailers:
the sidelights, spotlights and red rear lights determined at Article 146;
- (2) droves or isolated animal drivers:
the sidelight determined at Article 165.

The following vehicles must be equipped with reflecting devices:

- (1) drawn or hand-pushed carts:
the reflecting devices determined at Article 102;
- (2) animal-drawn vehicles:
the reflecting devices determined at Article 165.

Article 55:

- (1) At sunset, during night time, at sunrise and during day time when demanded by the circumstances, any driver of one of the vehicles or composed vehicles aimed at titles II and III, at stop or at park on a roadway, whether lighted or not with public lighting, must switch on:
 - (a) at the front: the sidelight(s);
 - (b) at the back: the rear red light(s) and the license plate lighting device(s).
- (2) The use of the lights determined in this article is not requested inside built-up areas when the roadway electric lighting enables the other users to distinctly see the vehicle at a sufficient distance.

Article 56:

- (1) At sunset, during night time, at sunrise and during day time when demanded by the circumstances, the vehicles and users aimed at Article 54, when at stop or at park on the roadway, must be signaled with the same lights as those determined in that article, to the exception of the bicycles, rickshaws and motorcycles that must be set along the extreme edge of the roadway.
- (2) Non- hitched up trailers or semi-trailers at stop or at park on the roadway must be signaled either like motor vehicles or with a white light at the

- (3) The use of the lights determined in this article is however not requested inside built-up areas when the roadway electric lighting enables the other users to distinctly see the vehicles or users at park on the roadway.

Article 57:

If, specially in the cases determined at Article 49, the stopping or parking of a vehicle on the roadway constitutes a danger for the traffic or if its load falls on the roadway without any possibility to immediately reload it, the driver must signal the obstacle ahead and at the back.

**SECTION 9
USE OF SPECIALIZED CARRIAGEWAYS**

Article 58:

Any user must, except in case of absolute necessity, use only the roadways, carriageways, trails, lanes, sidewalks or verges assigned to the users of his category.

**SECTION 10
ROAD SIGNING**

Article 59:

The existing competent administrative structure, after survey with the police authorities, determines the conditions in which the public roadsigning is set.

As a consequence:

the users must in all circumstances comply with the indications resulting of the signaling set in conformity with indented line 1.

Concerning the police power in the field of signaling, it is considered that the orders given by qualified agents prevail on any roadsign, traffic light or traffic rule.

**SECTION 11
BRIDGE CROSSING**

Article 60:

Any bridge whose construction is made of wood and whose length is less than 20 meters can be crossed only by one vehicle at a time if it is a heavyweight vehicle whose authorized maximum total loaded weight exceeds 3.5 metric tons.

A light vehicle has the right of way on a heavyweight vehicle on a narrow bridge accepting only one vehicle when both simultaneously near that bridge.

Article R 61:

with the traffic safety, the modification of the scene and the disappearance of traces likely to be used to attribute the responsibilities.

The police once informed about an road traffic accident must immediately go to the scene, take all appropriate measures for the care to the injured, secure the scene of the accident, establish the accident report and record the depositions.

Article 71:

When an accident involves a member of the diplomatic or consular corps, the police must, in their report, collect as much information as possible on the circumstances of the accident and send a report to the existing competent administrative structure in charge of the matters related to the diplomatic and consular corps for their information. The police services invite a representative of this administrative structure to assist them in the inquiry about the accident.

Article 72:

When an accident involves a serviceman, the enquiry and the follow-up action are incumbent upon the police.

If this accident is serious, the police must investigate thoroughly and the file is addressed to the territorially competent magistrates' court which will decide the e 216ueGle i i

The vertical length can be measured only from the solid surface on which the heavyweight vehicle normally moves.

The heavyweight vehicles and trailer tires must be of a good quality and not too worn out.

SECTION 2

Article 74:

1. The total vehicle width, measured with all projections comprised in any

The load height of a motor or towed vehicle should not exceed 3.50 meters measured from the ground level.

Article 78:

When a vehicle or a composed vehicle is loaded with rough timber or other very long pieces, the load should never go past the front plumb of the vehicle; at the

Any vehicle must be such that its driver's forward field of vision be sufficient to enable him to drive safely.

In the particular case of the rickshaw drivers and motor tricycles, the forward visibility should not be diminished by the load size.

Article 85:

All the windows, including the windscreen, must be in a transparent substance such as the danger of corporal accident would be, in case of breakage, reduced as far as possible. They must be resistant enough to the foreseeable incidents of a normal road traffic, to weather and temperature factors, to chemical agents and to abrasion. They also have to be slow-burning.

The windscreen windows must further be transparent enough not to provoke a noticeable deformation of the objects seen by transparency, nor a noticeable modification of their colors. In case of breakage, they must allow the driver to still clearly see the road.

Article 86:

The windscreen must be equipped with at least one windscreen wiper having a working surface and a frequency sufficient to enable the driver to clearly see the road from his seat.

The windscreen must also be equipped with a windscreen washer device.

Article 87:

The motor vehicle must be equipped with a reverse device. s

the driver to keep control of his vehicle in case of failure of one of the parts using the fluid.

Article 91:

The controls of the various vehicle parts likely to be used during the move must be within easy reach of the driver in normal driving position.

**SECTION 6
BRAKING**

Article 92:

Any motor vehicle or composed vehicle must be equipped with two braking systems with independent controls. The braking system must be of quick action

Turn indicators

Article 100:

Any motor or towed vehicle must be equipped with turn indicating devices at a fixed position and with flashing light. These devices must emit a non-dazzling light forward and rearward.

Parking lights

Article 101:

Any vehicle can be equipped with parking lights. Located on both sides of the vehicle, these lights must emit either an orange light forward and rearward or, forward the same light as the sidelights and rearward a red light.

Reflecting devices

Article 100:

Any motor vehicle or trailer must be equipped, at the back, with two devices reflecting a red light rearward, visible by night time, in clear weather, at a 100-meter distance when they are lighted by headlights.

Any cart, hand pulled or pushed, any animal drawn vehicle as well as any tractor vehicle must be equipped, at the back, with reflecting devices.

Any trailer or semi-trailer must be equipped, at the back, with two red color reflecting devices.

Any motor vehicle, other than a private car, whose length exceeds 6 meters, as well as any trailer or semi-trailer, must comprise these lateral reflecting devices of orange color. The presence of these devices is authorized on the other vehicles.

Special lights and signals

Article 103:

Fog lights: any motor vehicle can be equipped with two front fog lights emitting a yellow light.

Special lights of emergency vehicles: special lights of the vehicles having the right of way in application of Article 39 of the present code (police and firefighting vehicles and ambulances).

Emergency warning signal: any motor or towed vehicle must be equipped with an emergency warning signal made of the simultaneous flashing of the turn indicators.

Yellow triangle: any vehicle towing a trailer must show, day and night, a yellow triangle fixed at the front of the cabin.

present code; these two plates must be non-removable and fixed in evidence at the back and at the front of the vehicle.

Article 110:

Any trailer whose authorized maximum loaded weight exceeds 500 kg, any semi-trailer must be equipped with a registration plate bearing its registration number, non-removable and fixed in evidence at the back of the vehicle.

Article 111:

The back trailer of a composed vehicle, when not submitted to the provisions of the previous article, must be equipped, at the back, with a registration plate repeating the back plate of the towing vehicle.

In this case, the trailer plate can be removable.

**SECTION 10
LAY-OUT OF MOTOR VEHICLES
AND TRAILERS, NAMELY VEHICLES
ASSIGNED TO PEOPLE TRANSPORT**

Article 112:

The motor vehicles and their trailers must be laid out in order to reduce as much as possible, in case of collision, the risks of corporal accidents, for the vehicle occupants as well as for other road users.

Article 113:

Vehicles normally assigned to or exceptionally used to carry people must be laid out in order to ensure the safety and comfort of the passengers.

These vehicles must be equipped with a fire extinguisher in working order and a first aid kit.

**CHAPTER II
ADMINISTRATIVE RULES
SECTION 1
TECHNICAL CONTROL**

Article 114:

The technical control of the vehicles used on commercial purpose, meant to make sure that the vehicles are in proper working order, depends upon the existing competent administrative structure.

This technical control aims to ascertain that those vehicles comply with the prescriptions of Articles 73, 74, 81 to 106, 111 and 112. This technical control is required in case of vehicle sale or transfer.

Article 115:

From the date of official issuing of the present code, to which a 3 months delay is added, the sale and import of right-hand drive vehicles are forbidden on the Cambodian territory.

The right-hand drive vehicles imported before the date here above mentioned are authorized to move during a 7 years period from the date of the vehicle's first registration as written on the registration book. In case of sale of this vehicle during the 7 years delay, the owner is obliged to perform, at his own expenses, the technical modifications (left-hand drive). In that case, he will have to go through technical control.

Beyond this period, either the owner will perform the necessary technical modifications at his own expenses (left hand drive) or the vehicle will be re-exported.

SECTION 2 REGISTRATION

Article 116:

Any owner of a vehicle, of a trailer of which the authorized maximum loaded weight exceeds 500 kg, of a motorbike whose capacity exceeds 50 ccs must perform the registration formalities in accordance with the rules set by the existing competent administrative structures.

Article 117:

A registration certificate issued in the conditions set by the existing competent administrative structure is handed to the owner; this certificate indicates the registration number assigned to the vehicle.

Article 118:

The rules and procedures concerning the registration formalities will be determined by the existing competent administrative structures.

SECTION 3 DRIVING LICENCE - DELIVERY AND VALIDITY CONDITIONS

Article 119:

Nobody can drive a motor vehicle or a composed vehicle if not carrying a valid driving license.

The driving license is valid only for the vehicle categories that are expressly mentioned on it.

The validity of a driving license can be interrupted if the driver is stricken by an illness or infirmity that makes him incapable to drive a vehicle. This incapacity must be ascertained by a doctor and mentioned on the driving license.

The driving license is delivered by the existing competent administrative structures upon a favorable notice from a driving license inspector and on presentation of a medical certificate delivered by a doctor.

Article 120:

No person under 16 years of age may drive a motor vehicle on ways open to public traffic.

Article 121:

The personnel of the police force driving vehicles belonging to this force must have a special driving license validated by the authorities upon which they depend.

The servicemen driving vehicles belonging to the armed forces must have a special driving license validated by the authorities upon which they depend.

Article 122:

There are five different categories of driving licenses listed hereafter that authorize the driving of the following vehicles:

Category A or traffic license

Motorcycles of a capacity exceeding 100 ccs.

Category B

Motor vehicles or minivans (9 people excluding driver) with a maximum loaded weight not exceeding 3,500 kg.

Category C

Buses assigned to the transport of people (more than 9 people excluding driver) and with a maximum loaded weight exceeding 3,500 kg.

Category D

Heavyweight vehicles assigned to the goods transport and whose maximum loaded weight exceeds 3,500 kg.

Category E

Farm tractors or public works vehicles, with or without trailer.

SECTION 2 TIRES

Article 128:

The provisions set in Article 73 of the present code are applicable to the vehicles aimed under the present title.

SECTION 3 PROVISIONS CONCERNING PEOPLE AND CARGO TRANSPORTATION

Article 129:

The provisions set in Articles 76 to 78 of the present code are applicable to the vehicles aimed under the present title.

Article 130:

The transportation of people is limited to one adult of age and one child aged less than 12 per motorbike.

SECTION 4 MOTOR PARTS

Article R 131:

The provisions set in Articles 81 to 83 of the present code are applicable to the vehicles aimed under the present title.

SECTION 5 MANOEUVRING, STEERING AND VISIBILITY PARTS AND SPEED CONTROL DEVICES

Article R 132:

The provisions of Articles 84, 85, 88 and 89 of the present code are applicable to the vehicles aimed under the present title.

SECTION 6 BRAKING

Article 133:

The provisions of Article 92 of the present code are applicable to the vehicles aimed under the present title.

SECTION 7 LIGHTING AND SIGNALLING

Article 134:

The motorbikes must be equipped with:

1. at the front, a sidelight, or one or

Any driver of a motorbike and motor tricycle of a capacity exceeding 50 ccs must present a registration certificate.

If the capacity exceeds 100 ccs, he shall further have to present his A-category driving license .

TITLE IV

SPECIAL PROVISIONS APPLICABLE TO BICYCLES. RICKSHAWS / AND MOTORCYCLES

SECTION 1

Article 140:

The term “motorcycle” designates any two-wheel vehicle with a capacity inferior to 50 cc.

Article141:

The provisions concerning the tires mentioned at Article 73 are applicable to motorcycles.

SECTION 2

TRAFFIC RULES PARTICULAR TO CYCLISTS RICKSHAWS AND MOTORCYCLES

Article 142:

The drivers of the vehicles aimed in the present section should never ride more than two abreast. They have to drive in a simple row from sunset on and in any case when the traffic conditions command it, namely when a vehicle intending to overtake them warns about its approach. It is forbidden to the cyclists, rickshaws and motorcycle drivers to get themselves towed by another vehicle.

Article 143:

The motorcyclists, cyclists and rickshaw drivers must use the far right hand side lane on the roadways and in the traffic flow.

Article 144:

No cycle can carry more than one person.

Transport of people on motorcycles is limited to one adult of age and one child under 12.

Transport of people on rickshaws is limited to two people plus one child under 12.

SECTION 3 BRAKING

Article 140:

Any bicycle or motorcycle must be equipped with two efficient braking systems.

Any rickshaw must be equipped with an efficient handbrake system.

SECTION 4 LIGHTING

Article 146:

From sunset on, or by day time when demanded by the circumstances, any bicycle or rickshaw must be equipped with one light emitting forward a non-dazzling yellow or white light and, at the back, with a red light. This light must be clearly visible from the back when the vehicle is mounted.

Any motorcycle must be equipped, day and night, with a spotlight able to emit forward a non-dazzling yellow or white light sufficiently lighting the road by night time, in clear weather, on a minimum distance of 25 meters, and with a rear red light. This light must be clearly visible from the back when the motorcycle is mounted.

Article 147:

Furthermore, any bicycle, motorcycle or rickshaw must be equipped, day and night, with one or more red or orange reflecting devices laterally visible.

Article 148:

The motorcycles can be equipped with the brake light set at Article 99. They can also be equipped with turn indicators complying with the requirements set in Article 100.

Article 149:

When a trailer is towed by a bicycle or a motorcycle, it must be equipped at the back with a red reflecting device placed on the left hand side and conform to the provisions set in Article 102.

SECTION 5 WARNING SIGNALS

Article 150:

Any bicycle, rickshaw or motorcycle must be equipped with a warning sound device made of a little spherical bell whose sound can be heard at least 50 meters away. The use of any other sound device is forbidden.

SECTION 6 MOTORCYCLE DRIVING

Article 151:

Any motorcycle driver must be over 16 years of age.

TITLE V

SPECIAL PROVISIONS APPLICABLE TO ANIMAL-DRAWN VEHICLES AND HANDCARTS

SECTION 1 DRIVING OF VEHICLES AIMED IN THE PRESENT TITLE

Article 152:

The people mounting saddle animals, leading animals, pulling or pushing handcarts on the public ways are obliged to comply with the traffic lights, the road signs as well as the agents in charge of the road traffic.

SECTION 2 LOADING

Article 153:

A load exceeding 400 kg is forbidden on horse-drawn carts.

A load exceeding 200 kg or the transport of more than three passengers is forbidden on trailers towed by bicycles.

A load exceeding 400 kg or the transport of more than six passengers is forbidden on trailers towed by motorcycles or motorbikes.

SECTION 3

LIGHTING AND SIGNALING

Article 154:

The vehicles mentioned under this title do not have to be equipped with the lighting systems as set in Articles 93, 96 and 99 of the present code.

Yet, they must be equipped with the reflecting devices mentioned in Article 102.

TITLE VI

SPECIAL PROVISIONS APPLICABLE TO PEDESTRIANS AND TO DRIVERS OF UNHARNESSED ANIMALS

SECTION 1 PEDESTRIAN TRAFFIC

Article 155:

When a roadway is bordered with locations reserved to pedestrians or normally usable by them, such as sidewalks or verges, pedestrians must use them, to the exclusion of the roadway.

Article 156:

When using the roadway, pedestrians must walk close to one of its sides

Outside the built-up areas and except if it is likely to compromise their safety or except particular conditions, they must keep close to the far left-hand side of the roadway in their walking direction.

Article 157:

Pedestrians should cross a roadway only after having made sure they can do so without immediate danger, taking into account namely visibility as well as the vehicles' distance and speed.

They must use the crossings assigned to them on the roadway, marked by white stripes.

Article 158:

The cortèges, convoys or processions must if possible keep on the right-hand side of the roadway in their moving direction, in order to leave, at least, the left half of the roadway free.

Boy scouts, students or artists allowed by the authorities upon which they depend may march in two or four rows provided they take into account the road width and the traffic rules.

SECTION 2

**PARTICULAR TRAFFIC CONDITIONS FOR POLICE VEHICLES,
MILITARY POLICE VEHICLES, FIREFIGHTING VEHICLES AND
AMBULANCES**

Article 166:

In case of emergency, such as serious accidents, public agitation or fire, the vehicles aimed in the present title are allowed to move in the direction opposite to the normal one using their special clear-toned and light devices.

All the other vehicles must stop on the right hand edge of the roadway, give way to the vehicles having priority aimed under the present title and start to move only after making sure they can do so safely.

TITLE VIII

TRAFFIC LIGHTS AND MANUAL SIGNALLING

Article 167:

A red light means absolute stop.

A yellow light announces a red light and means one must be ready to stop.

A green light announces one has to start and authorizes moving

A flashing yellow light allows to pass at reduced speed while carefully complying with the priority rules.

Four classes of offences exist according to the amounts herein after determined:

1st class offences : from 100 to 500 Riels

2nd class offences: from 501 to 1,000 Riels

3rd class offences: from 1,001 to 1,500 Riels

4th class offences: from 1,501 to 20,000 Riels

SECTION 2 POLICEMEN'S REPORTS AND OFFENCE REPORT

Article 170:

Offences are documented by summons or reports which have probative value only if their issuance is legal and if the issuer has delivered them in the course of execution of his duties.

These statements or reports are immediately sent to the public prosecutor (or District Attorney).

Article 171:

Summons are issued when infractions are such that they can lead to criminal prosecution. These offences are listed in the first legislative part of the present code.

Reports are drafted when infractions are such that they can lead to one of the four classes of offences listed in Article 169.

SECTION 3 FINES

Article 172:

Shall be fined for 1st class offence, any driver of a two-wheel motor vehicle violating the provisions of the articles under Title II on the rules and regulations of the present code as well as any bike or rickshaw driver who has violated the provisions of Articles 142 to 150.

Article 173:

Shall be fined as 2nd class offence any vehicle driver violating the provisions of Articles 4, 5, 8, 9, 14, 16, 17, 18, 19, 22/9, 22/15, 23, 25, 27a, 40, 46, 48, 50a, 53, 55a, 61, 69, 150, 151 et 167 alinéa 1.

Article 174:

Shall be fined as 3rd-class offence, any vehicle driver violating the provisions of Articles 65, 166/2 as well as of articles mentioned under Title II of the present code except cycle and rickshaw drivers.

Article 175:

Drivers violating articles that are not mentioned in Articles 172 to 174 shall incur a simple warning before further specific provisions are set, if need be, by the existing competent administrative structures.

Article 176:

Shall be fined as 4th class offence, any vehicle driver violating the provisions of the articles in part I (Legislative) of the present code, aside from the prison sentences as stipulated in that part.

Article 177:

Any person violating the provisions of Article 66 of the present code shall be fined 5,000 Riels for every ton exceeding the weight as defined in that article.

In the event of the repeated offence, the amount of the fine can be tripled.

**TITLE II
LUMP SUM FINES**

Article 178:

Resorting to lump sum fines (or fixed rate fines), enables a offender to avoid criminal prosecution by paying a previously fixed amount of money.

This procedure applies to the first three classes of offences which are only fines.

Article 179:

The rates of lump fines are set as below:

300 Riels for 1st class offences.

700 Riels for 2nd class offences.

1,200 Riels for 3rd class offences

Article 180:

The procedure of lump sum fines cannot be applied to infractions that can lead to suspension of the driving license.

Article 181:

The mode of recording infraction, using the counterfoil book by the reporting officer, along with the payment of the lump sum fine shall be defined in a separate instruction.

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Offences to rules concerning vehicle driving and the use of ways open to public traffic

Title II

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And any other vehicles

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Tire and pressure

Section 3

Load dimensions

Section 4

Motor parts

Section 5

Manoeuvring, steering and visibility parts

And speed control devices

Section 6

Braking

Section 7

Lighting and signalling

Section 8

Warning signals

Section 9

Plates and inscriptions

Section 10

Lay-out of motor vehicles

And trailers, namely vehicles

Assigned to people transport

Chapter ii

Administrative rules

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Technical control

Section 2

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Driving licence - delivery

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Title iii

Special provisions applicable

To motorbikes and motor tricycles

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Tires

Section 3
Provisions concerning people
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Manoeuvring, steering and visibility parts and
Speed control devices

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Title iv

Special provisions applicable to bicycles.

Rickshaws / and motorcycles

Section 2

Traffic rules particular to

Cyclists rickshaws and motorcycles

Title v

Special provisions applicable to animal-drawn vehicles

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Title vi

Special provisions applicable to pedestrians

And to drivers of unharnessed animals

Title vii

Particular traffic conditions for police vehicles,

Military police vehicles, firefighting vehicles and ambulances

Title viii

Traffic lights and manual signalling

Part three

Road traffic related police offences

Title i

Offences

Section 1

Different classes of offences

Section 2

Policemen's reports

And offence report

Section 3

Fines