

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 accident will be mentioned in the official account addressed to the public prosecutor or to the judge.

Article 17:

In no case, are these civil servants entitled to decide about close watch. This decision is taken only by the police officer territorial competent when the infraction committed may lead to a prison penalty.

On the contrary, any person obviously drunken can be kept in the police station until total sobering up and then released.

If the person is under drug influence, he must be presented to a doctor who will draw up a diagnosis that will be attached to the accident official account.

Article 18:

The possibility is offered to any offender to appeal to the magistrates' court of the province in which he is domiciled against the decision taken about the amount of the fine.

Article 19:

The vehicle whose circulation in infraction with the provision of the present code and with the police regulations endanger safety can be immobilized.

The vehicles immobilization can be ordered in the cases of infractions to the provisions of Articles 1, 6 and 11.

TITLE IV

**POLICE POWERS IN THE FIELDS
OF FREEDOM PENALTIES AND CONTRAVENTIONS**

Article 20:

All the infractions to the laws and regulations likely to lead to a prison penalty and or a fine penalty and contained in the 1st "legislative" part of the present code are within the competence of the courts of the judicial order.

In those cases, the civil servants in charge of the road traffic depending upon the provincial or municipal police must address, to the magistrates' court territorial

competent and respecting the official channels, an official account reporting the facts, to which a hearing of the driver will be attached (and of the passengers if necessary) by the police officer, together with the declarations of the possible witnesses.

The file will have to comprise as much information as possible to enable the judge to issue the fairest possible decision.

The police decisions taken against the persons are determined in Articles 16 and 17.

Article 21:

All the violations of laws and regulations leading to a simple fine or to a lump fine and contained in part II “regular conditions” of the present code can be ascertained by all the civil servants of the provincial or municipal police in charge of the road traffic police.

The contravention classes are determined in Article 169 of the present code.

Any contravener can appeal against a decision taken by the accounting agent following the procedure determined in Article 18.

However, in case of non payment of the fine within thirty days, the amount of the latter will be doubled in case of first recalling and tripled in case of second recalling. A fifteen days delay is granted between each recalling.

A refusal of payment automatically leads to the intervention of the court within a delay not exceeding thirty days.

PART TWO

REGULAR CONDITIONS FOR THE ROAD TRAFFIC

ROAD TRAFFIC CONDITIONS

Article 1:

The use of the ways open to public traffic and here after designated as “road” is ruled by the provisions of the present code.

For its implementation the definitions here after given adopted:

- < the term “roadway” designates the part(s) of the road normally used for the vehicles traffic;
- < the term “traffic lane” designates any of the roadway subdivisions wide enough to allow the traffic of a line of vehicles;

- < 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 roads signs 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 roads signs;
- < the term “roads with heavy traffic” designates roads that ensure the continuity of an itinerary with heavy traffic, justifying specific rules in the field of road traffic police.

TITLE I

GENERAL PROVISIONS CONCERNING THE ROAD TRAFFIC AND APPLICABLE TO ALL ROAD USERS

SECTION 1 VEHICLE AND ANIMAL DRIVING

Article 2:

Any vehicle in movement must have a driver.

Article 3:

Draught animals, beasts of burden or saddle animals and isolated cattle or cattle in drove must have somebody to lead them.

Animal straying is forbidden on public thoroughfare.

Article 4:

Any vehicle driver must always keep in a condition and in a position enabling him to perform easily and without any delay all the necessary manoeuvres. His movement capabilities and his field of vision cannot be reduced because of the number or the position of the passengers, because of the carried objects or because of the affixing of non-transparent objects on the windows.

Article 5:

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.

Article 10:

When an arrow is painted on a roadway divided into traffic lanes with longitudinal lines the drivers must follow the direction or one of the directions indicated on the lane in which they move.

Article 11:

Any driver about to change the direction of his vehicle or his animals or to reduce its/their speed must previously check that he can do so safely danger and warn the other road users about his intention, namely when he will move to the left hand

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:

Vehicle speed is limited in regard to the conditions determined in the present article.

In the built-up areas, the speed limit is set at 40 Km/h for the cars and at 30 Km/h for the heavyweight vehicles, motorbikes, motorcycles and motor tricycles, except

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 an abnormally low speed without good reason.

Any driver forced to momentarily move at a very low speed should warn the other road users, who might be surprised, by using his warning lights.

When the traffic is set in uninterrupted lane(s), the obligation determined at the previous indented line applies only to the last vehicle of the concerned lane(s).

Article 22:

The maximum speeds authorized by the provisions of the present code, as well as the lower ones possibly prescribed by the authorities entrusted with road traffic police power are meant only in the best driving conditions, particularly: good weather conditions, fluent traffic, vehicle in good condition.

In no case do they exempt the driver to keep control of his speed and to set it in accordance with the roadway condition, the traffic difficulties and the foreseeable obstacles.

His speed must be slowed down namely:

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 the roadway when the turn shape and the vehicle dimensions or its load dimensions make it impossible for him to keep his right; he may manoeuvre that way only at low speed and after having made sure he can do it safely for other people.

Any driver about to leave a road by the left hand side must keep his left. When the roadway is a two-way one, he should not lap over its axis. Furthermore, he must give way to the vehicles coming from the opposite direction on the roadway he is about to leave, the pedestrians already passing as well as the cycles, the rickshaws and motorcycles moving on the reserved lanes that cross the roadway which he is entering.

Article 35:

When two drivers enter an intersection by different roads, the driver coming from the left must give way to the other one.

Article 36:

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 it way. The cattle guards must be ready to very quickly interrupt the passing of the level crossing by their animals.

When a train arrival is announced, a vehicle driver should not stop at less than two meters from the barriers or at less than five meters if there are no barriers.

In any case, when there is no level crossing guard, the heavyweight vehicles as well as the vehicles convoys should in no way enter the level crossing when a train is approaching.

In case of forced immobilization of a vehicle or a cattle, its driver must take all the possible precautions to make the obstruction cease or, if not succeeding in it, to warn the responsible railway agents without any delay about the existing danger.

SECTION 6 USE OF HORN

Article 42:

The use of the horn is authorized to give the necessary warnings to the other road users.

Article 43:

Between sunset and sunrise, the warnings must be given by the flashing of either the dipped headlights or the headlights; the horn can be used if necessary.

Article 44:

In the built-up areas, the use of the horn is authorized in case of immediate danger.

In this case, the horn signals must be short and their use be moderate.

Article 45:

The provisions determined in Articles 43 and 44 are not applicable to the police, military police (Gendarmerie) and firefighting vehicles, as well as to the ambulances and other vehicles equipped with clear-toned and light devices when they move during necessary emergency interventions.

SECTION 7 STOPPING AND PARKING

Article 46:

(1) Inside built-up areas, any vehicle or animal at stop or at park must be set, in relation with the traffic way, following these rules:

- a) for the two-way roadways:

- ⟨ 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 distinctly see at a sufficient distance.
- ⟨ The sidelights visible from at least 150 meters can be switched on at the same time as the dipped headlights.

4) *Other lights*

The driver must switch on:

- ⟨ the red rear lights;
- ⟨ the electric lighting device of the rear license plate;
- ⟨ the size lights when equipping the vehicle in application of Article 97;
- ⟨ the sidelights of the trailers when equipped with in application of Article 93.

- (II) The forward fog lights can replace or complement the dipped headlights in case of fog or rainfall. They can complement the headlights outside the built-up areas, on the narrow and winding roads, when to avoid dazzling

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 front and a red one at the back, both of them being placed on the vehicle side opposite the edge of the roadway on which this trailer or semi-trailer is parked.

- (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:

On a bridge with level crossing, all users must comply with the signals given by the competent agents or with the automatic signals if existing.

In case of absence of competent agents, the heavyweight vehicles and the composed vehicles cannot enter it when a train is approaching.

**SECTION 12
ENTERING AND MOVING INSIDE PORTS
CAR FERRY CROSSING**

Article 62:

All vehicles have the right of way to enter a port following order of arrival, except for the vehicles mentioned in Article 39 as well as the vehicles of Heads of State, diplomatic vehicles, mail vehicles and vehicles of the existing competent administrative structure in charge of road repair, all of them having right of way.

Article 63:

Priority is also granted to:

- < vehicles carrying fresh products (meat, vegetables), cattle or perishable goods;
- < buses of tourism companies carrying passengers;
- < public transport vehicles.

Upon arrival in the port, the passengers must get off the vehicles. All vehicle drivers have to comply with the prescriptions concerning the traffic and with the directives given by the port personnel.

Article 64:

Right of way is given when ferry crossing to:

- < the vehicles of the persons in charge of the existing competent administrative structures when supplied with orders;
- < the vehicles carrying Heads of State in official visit;
- < the vehicles of the diplomatic corps;
- < police and firefighting vehicles, as well as ambulances;
- < the vehicles carrying members of the Supreme National Council or UNTAC members.

**SECTION 13
EXCEPTIONAL TRANSPORTS AND CONVOYS**

Article 65:

Any tracked vehicle is forbidden to move on roads open to public traffic, except with special authorization duly granted. Such vehicles should be transported by other vehicles.

Article 66:

All vehicles with an authorized maximum loaded weight exceeding 20 metric tons are forbidden on public carriageways as well as on bridges, except with special authorizations delivered by the existing competent administrative structure.

Article 67:

In no case authorized vehicle convoys may exceed 250 meters long; the distance between two vehicles must be at least 20 meters. A traffic authorization is required

Article 68:

Transport vehicles, tricycles and carts in convoy exceeding 60 meters long are forbidden to move on public carriageways. The distance between each convoy must be at least 60 meters and the distance between each transport vehicle, tricycle or cart must be at least 3 meters.

SECTION 14 EQUIPMENT OF VEHICLE USERS

Article 69:

Using safety belts is compulsory when moving and outside built-up areas for the driver and passenger(s) of the front seats in motor vehicles of an authorized maximum loaded weight not exceeding 3.5 metric tons, fit with safety belts.

This obligation will take effect upon passing of the present code but will have to be publicized during a two-month period before constituting an infraction to the present code.

SECTION 15 BEHAVIOR IN CASE OF ACCIDENT

Article 70:

Any driver or public way user involved in a road traffic accident must stop as soon as possible without creating a menace to the traffic.

When the accident has provoked only material damage, one has to communicate his identity and address to any person involved in the accident.

If one person or more have been injured or killed in the accident, one must warn or have the police services and hospitals warned, and if necessary transport the injured to the nearest hospital; communicate his identity and address to these services and to any person involved in the accident; avoid as much as compatible

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 case.

TITLE II

SPECIAL PROVISIONS APPLICABLE TO THE MOTOR VEHICLES, COMPOSED VEHICLES AND ANY OTHER VEHICLES

CHAPTER 1

TECHNICAL RULES

TIRE AND PRESSURE

Article 73:

The tire must present visible carvings on all their running surfaces.

No canvas should appear, neither on surface nor in the carvings depth of the tire.

Furthermore, there may be no deep tear on the tire sides.

The wooden wheels of any animal-drawn vehicle must be covered by at least 4cm thick rubber.

The nail heads diameter of the wooden wheels cannot exceed 1 centimeter and should be covered by rubber. These nails should not jut out above the wheel surface by more than 0.40 centimeter.

The tire pressure of the heavyweight vehicles with 3.500 kg maximum loaded weight unauthorized exceeding 3,500 kg should not exceed 150 kg/cm counted from the tire vertical length.

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 transversal section, cannot exceed 2.50 meters, except if it is a heavyweight vehicle transport.
2. The length of the trucks and loaded composed vehicles cannot exceed the following dimensions:
 - < 2-axle or 6-wheel trucks: 10 meters
 - < 3-axle or 10-wheel trucks: 11 meters
 - < trucks carrying materials and heavyweight vehicles: 14 meters
 - < composed vehicles (truck tractor plus trailer): 15 meters
3. Load included, the flat trailers carrying goods should not exceed 5 meters long and 2 meters high measured from the ground level.

SECTION 3 LOAD DIMENSIONS

Article 75:

All the useful precautions must be taken to avoid any damage or hazard possibly caused by a motor or towed vehicle. Any load extending beyond or likely to extend beyond the external contour of the vehicle because of the transport rockings should be firmly tied down. The chains, canvas and other accessories, mobile or loose, must be tied down to the vehicle in order to never go out of the external contour of the load and not to hang loose on the ground behind.

When the load goes past the plumb of the vehicle or trailer back, the rear end of the load must be equipped with a red rag during day time or with a lamp at night.

Article 76:

The load width of a motor or towed vehicle, measured with all projections comprised in any transversal section, should never exceed 2.50 meters.

Article 77:

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 back, it should neither trail on the ground nor exceed by more than 3 meters the rear end of the vehicle or its trailer.

Article 79:

Very long pieces must be firmly tied down together and to the vehicle in order not to go past the lateral contour of the vehicle when rocking.

Article 80:

Tank vehicles must comply with the building requirements related to the capacity of the tanks and their compartments, as well as to their transversal stability and filling rules ensuring a satisfying dynamic behavior in normal traffic conditions.

These vehicles must be supplied with at least a fire extinguisher in working order

SECTION 4 MOTOR PARTS

Article 81:

The motor vehicles should not emit fumes, toxic, corrosive or smelling gas in conditions likely to incommode people or to compromise public health and safety.

Article 82:

The motor vehicles should not emit noises likely to cause trouble to road users or to residents. The motors must be equipped with a silencer in good working order on the exhaust system, that cannot be interrupted by the driver while moving. Cutout is forbidden, as well as any operation aiming to suppress or reduce the efficiency of the silenced exhaust system.

Article 83:

Anti-interference devices must be installed on all vehicles.

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

Article 84:

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 vehicles must be equipped with reverse devices.

Article 88:

All vehicles must be equipped with one or more rear mirrors large enough, disposed in such a way that they enable the driver to watch the road rearward from his seat, whatever the normal load of the vehicle be, and with a field of vision without noticeable dead angle likely to hide a vehicle about to overtake.

Article 89:

Speed indicator:

Any vehicle must be equipped with a speed indicator (speedometer) clearly visibly placed for the driver and constantly maintained in good working order

Kilometer:

Any motor vehicle must be equipped with a working device recording the covered distance.

Article 90:

The steering parts must present enough guaranties of resistance. In case their working process requires a fluid, they must be designed in such a way as to enable

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 type and powerful enough to stop and maintain the vehicle or composed vehicle at stop. Its use should not have any influence on the steering system of the vehicle moving straight forward.

**SECTION 7
LIGHTING AND SIGNALLING**

Article 93:

Any motor vehicle must be equipped, at the front, with only two sidelights (no more), emitting forward a white or yellow light when switched on, visible by night time, in clear weather at a 150-meter distance without being dazzling for the other drivers.

Any trailer or semi-trailer can be equipped, at the front, with only two sidelights (no more), emitting forward a white or yellow light when switched on, visible by night time, in clear weather at a 150-meter distance without being dazzling for the other drivers.

Any trailer or semi-trailer can be equipped at the front with only two sidelights (not more), emitting forward a non-dazzling white light. These lights must be switched on simultaneously with the vehicle sidelights, dipped headlights and forward fog lights.

The presence of the sidelights determined at the previous indented line is required when the trailer or semi-trailer total width exceeds 1.60 meter or exceeds by more than 0.20 meter the width of the vehicle by which it is towed.

Headlights

Article 94:

Any motor vehicle must be equipped at the front with at least two headlights that, when switched on, emit forward a yellow or white light efficiently lighting the road during night time, in clear weather, on a minimum distance of 100 meters.

Dipped headlights

Article 95:

Any motor vehicle must be equipped, at the front, with only two dipped headlights emitting forward, when switched on, a yellow or white light efficiently lighting the road, by night time, in clear weather, on a minimum distance of 30 meters without dazzling the other drivers.

Rear red lights

Article 96:

Any motor or towed vehicle must be equipped, at the back, with two lights emitting rearward, when switched on, a non-dazzling red light, visible by night time, in clear weather, at a distance of 150 meters.

These lights must go on simultaneously with the sidelights, the headlights, the dipped headlights or the fog lights.

Size lights (signaling vehicle size)

Article 97:

Any motor vehicle, any trailer or semi-trailer whose width exceeds 2.10 meters must be equipped with two lights visible from the front and two lights visible from the back, installed as close as possible to the edge of the total width.

These lights must emit a non-dazzling light, white forward and red rearward.

License plate lighting device

Article 98:

Any motor or towed vehicle must be equipped with a light device allowing reading, at a minimum distance of 20 meters, by night time, in clear weather, the number written on the back license plate.

This device must go on simultaneously with the sidelights, the headlights, the dipped headlights or the fog lights.

Stop Lights

Article 99:

Any motor or towed vehicle must be equipped, at the back, with two stop lights emitting rearward a non-dazzling red light.

The stop lights must go on when the main brake system starts to work.

The stop lights luminous intensity must be noticeably superior to the rear red lights' one, while keeping non dazzling.

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.

SECTION 8 WARNING SIGNALS

Article 104:

Any motor vehicle must be equipped with a horn to be used on the roads. It can also have a horn for urban use.

Article 105:

The police vehicles, firefighting vehicles and ambulances can be equipped with special warning toned devices beside the normal horn.

Article 106:

The ambulances and other vehicles equipped with the toned devices mentioned in the here above article R. 105 can also be fitted with special tones.

SECTION 9 PLATES AND INSCRIPTIONS

Article 107:

- I. On any vehicle or vehicle part, a constructor plate must be fixed, clearly bearing the following indications: the constructor's name, or his brand name, or the symbol that identifies him, the type, identification number and weight characteristics.

- II. In all cases, the indication of the type and of the serial number in the type series or the identification number must be cold- stamped, in the right hand half of the vehicle, in such a way as to allow easy reading at a place accessible on the chassis or on an essential part that cannot be removed from the vehicle.

Article 108:

Any motor or towed vehicle whose authorized maximum loaded weight exceeds 3,500 kg, as well as any vehicle assigned to carry goods must bear, in evidence for an observer located on the right hand side, the indication of the empty weight, the authorized maximum loaded weight and the authorized total weight on the move.

These vehicles must also bear, obviously for an observer located on the right hand side, the indication of their maximum length, width and surface.

The vehicles whose speed is regulated because of their weight must in evidence bear, at the back, the indication of the maximum speed they are not allowed to exceed.

Article 109:

All motor vehicles must bear two plates called "license plates", bearing the registration number assigned to the vehicle in application of article 115 of the

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.

Article 123:

The minimum conditions requested to obtain driving licenses of the categories here above mentioned are as follows:

To be:

- over 18 years of age for the A and B categories;
- over 21 years of age for the C, D and E categories.

However, as an exception to the rule here above, the drivers carrying C or D driving licenses are authorized to drive vehicles requiring a license for A and B categories.

Article 124:

Any person of foreign nationality wishing to drive on the Cambodian territory must carry a valid international driving license while waiting new provisions in the field of reciprocity concerning the national driving licenses.

Article 125:

The setting of driving license examination and the delivery of a driving license upon favorable notice from a driving license inspector will be treated in a text issued by the existing competent administrative structures.

**SECTION 4
ROAD TRAFFIC CONTROL**

Article 126:

The driver of a motor vehicle or of a composed vehicle must present, upon any requisition from the competent authority:

1. his driving license;
2. the registration certificate of the vehicle;
3. an insurance certificate when the insurance will become compulsory.

TITLE III

**SPECIAL PROVISIONS APPLICABLE
TO MOTORBIKES AND MOTOR TRICYCLES**

**SECTION 1
DEFINITIONS**

Article 127:

The term “motorbike” designates any two-wheel vehicle with a capacity exceeding 50 cc.

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 two headlights and a dipped headlight, complying respectively with the conditions set in Articles 93, 94 and 95;
2. at the back, a rear red light, a stop light and a red reflecting device, complying respectively with the conditions set in Articles 96, 99 and 102, as well as the device set in Article 98;
3. turn indicators complying with the conditions determined at Article 100.

In the case motorbikes are equipped with a sidecar, this one must also be equipped, at the front, with a sidelight and, at the back, with a red light and a red reflecting device, complying respectively with the conditions set in Articles 93, 96 and 102.

For motor tricycles, the lights and devices mentioned in Articles 1 and 3 must be doubled.

SECTION 8 WARNING SIGNALS

Article 135:

The vehicles aimed in the present title must be equipped with the horn mentioned in Article 104.

Article 136:

The police, military police, firefighting vehicles and ambulances can be equipped with special warning devices.

SECTION 9 PLATES AND INSCRIPTIONS

Article 137:

The provisions of Articles 106 and 108 of the present code are applicable to the vehicles aimed under the present title.

SECTION 10 REGISTRATION

Article 138:

The provisions of Articles 115 to 117 of the present code are applicable to the vehicles aimed under the present title.

SECTION 11 ROAD TRAFFIC CONTROL

Article 139:

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:

When a roadway crossing is ruled by a traffic agent or by traffic lights, pedestrians should cross only after having received the signal allowing them to do so.

Article 159:

Outside the intersections, pedestrians must cross a roadway at right angles to its axis and avoid crossing at major intersections if the pedestrian crossings are not marked.

Article 160:

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 OBLIGATIONS OF VEHICLE DRIVERS TOWARD PEDESTRIANS

Article 161:

Drivers must give way to pedestrians having entered the roadway in the conditions mentioned by Article 157 and they must stop in front of the white line painted in front of a pedestrian crossing.

They must take all dispositions to that effect. It is namely so when vehicles coming from another way turn to enter the roadway where the pedestrian crossing is located.

Article 162:

When nearing pedestrian crossings, drivers should not overtake without having made sure no pedestrian has entered the crossing.

Article 163:

It is forbidden to all drivers to stop or to park even partially on a pedestrian crossing.

SECTION 3 DROVES ISOLATED OR GROUPED ANIMALS

Article 164:

The driving of droves, isolated or grouped animals moving on a road must be performed in such a way that they do not hinder the public traffic and that their passing or overtaking can be achieved in satisfactory conditions.

Article 165:

The drovers of droves or isolated or grouped animals must, from sunset on, outside built-up areas, carry a light, especially visible from the rear. This prescription doesn't apply to the drovers of animals moving on rural trails.

TITLE VII

**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.

The manual signaling by the traffic agents is attached to the present title. These agents have to comply with the gestures therein described.

Therefore, the right hand raised with palm forward facing the traffic coming toward the agent means a preparation signal to stop (yellow light).

Both arms or one arm horizontal means stop for the vehicles facing the agent or moving toward his back (red light). In the same position, the vehicles coming from the right or the left of the agent are allowed to pass (green light).

PART THREE

ROAD TRAFFIC RELATED POLICE OFFENCES

TITLE I

OFFENCES

SECTION 1

DIFFERENT CLASSES OF OFFENCES

Article 169:

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.

Title I

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

Title II

Provisions concerning the driving licence
Title iv

Police powers in the fields
Of freedom penalties and contraventions
Title iv

Police powers in the fields
Of freedom penalties and contraventions
Title i

General provisions concerning the road traffic and applicable to all road users

Section 1
Vehicle and animal driving
Section 2
Speed
Section 3
Passing and overtaking
Section 4
Road intersections - right of way
Section 5
Railways passing on roads
Section 6
Use of horn
Section 7
Stopping and parking
Section 8
Vehicles lighting and signalling
Section 9
Use of specialized carriageways
Section 10
Road signing
Section 11
Bridge crossing
Section 12
Entering and moving inside ports
car ferry crossing

Section 13
Exceptional transports and convoys
Section 14
Equipment of vehicle users
Section 15
Behavior in case of accident
Title ii

Special provisions applicable

To the motor vehicles, composed vehicles
And any other vehicles

Chapter 1

Technical rules

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

Section 1

Technical control

Section 2

Registration

Section 3

Driving licence - delivery

And validity conditions

Section 4

Road traffic control

Title iii

Special provisions applicable

To motorbikes and motor tricycles

Section 2

Tires

Section 3
Provisions concerning people
And cargo transportation

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

Registration

Section 11

Road traffic control

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

And handcarts

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