



ព្រះរាជាណាចក្រកម្ពុជា

Kingdom of Cambodia

ជាតិ សាសនា ព្រះមហាក្សត្រ

Nation Religion King

ច្បាប់

LAW

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ON

ចរាចរណ៍ដូចគោក

ROAD TRAFFIC

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Royal Decree

NS/RKM/0115/001

We

**Preah Karona Preah Bat Samdech Preah Boromneath Norodom Sihamoni,
Samanaphumi Cheat Sasna Reakhatakhattiya Khmera-roth-reastr Puthintreat Ream
Mohatkhsat
Khemereacheaknea Samouhaopheas Kampucheak Ekakreach-roth Boranakante
Sopheakmeangkolea Sereivibolea
Khmerasrei Pireastr Preah Chao Krong Kampuchea Thipakdei**

- Having seen the Constitution of the Kingdom of Cambodia;
- Having seen the Royal Decree No. NS/RKT/0913/903, dated 24 September 2013 on the Appointment of the Royal Government of Cambodia;
- Having seen the Royal Decree No. 02/NS/94, dated 20 July 1994, promulgating the Law on the Organization and the Functioning of the Council of Ministers;
- Having seen the Royal Decree No. NS/RKM/0196/03, dated 24 January 1996, promulgating the Law on the Establishment of the Ministry of Public Work and Transport;
- Having regard to the information by Samdech Akka Moha Sena Padei Techo Hun Sen, Prime Minister of the Royal Government of Cambodia;

Promulgate

The Road Traffic Law, ratified by the National Assembly on 5th December 2014 during its 3rd Legislative Session of the 5th Legislative Mandate, and fully reviewed and approved by the Senate on 30th December 2014 during its 6th Legislative Session of its 3rd Legislative Mandate, as follows:



Royal Decree

NS/RKM/0117/002

We

**Preah Karona Preah Bat Samdech Preah Boromneath Norodom Sihamoni,
Samanaphumi Cheat Sasna Reakhatakhattiya Khmera-roth-reastr Puthintreat Ream**

Mohatkhsat

Khemereacheaknea Samouhaopheas Kampucheak Ekakreach-roth Boranakante

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- Having regard to the information by Samdech Akka Moha Sena Padei Techo Hun Sen, Prime Minister of the Royal Government of Cambodia;

Promulgate

The Law on amendment of article 8 , article 40 , article 41 , article 47 , article 48 , article 75, article 77 , article 82 and article 90 of the Road Traffic Law which was promulgate by Royal Krom NS/RKM/0115/001 dated on 09th January 2015, ratified by the National Assembly on 26th December 2016 during its 7th Legislative Session of the 5th Legislative Mandate, and fully reviewed and approved by the Senate on 04th January 2017 during its 3rd Legislative Session Mandate, as follows:

LAW
On
ROAD TRAFFIC

Notice : This translation in English of the Law on Road traffic is an unofficial translation. Thus, in case of discrepancy between the English version traffic and the Khmer version, the exact meaning must be interpreted according to the text of Law in Khmer .

CHAPTER I GENERAL PROVISIONS

- Article 1:** This law is intended to ensure road traffic safety and order, and protection of human and animal health and lives, properties and environment.
- Article 2:** This law has the following objectives:
- To raise awareness of road traffic safety,
 - To govern road traffic safety,
 - To maintain road traffic order,
 - To prevent road traffic offenses/violations.
- Article 3:** This law applies to all activities related to road traffic in the Kingdom of Cambodia.
- Article 4:** The following terms are used and defined in this law:
- **“Road”** refers to an entire width of the road, including roadbed, roadway, shoulder, sidewalk, bridge, sky-bridge, overpass, tunnel, and ferry port connected to the road.
 - **“National Road”** refers to any road where there is heavy traffic flow, including:
 - a. a road connecting Phnom Penh Capital City to a provincial town all over the country,
 - b. a road connecting a provincial town to other one,
 - c. a road connecting a national road to other one,
 - d. a road connecting a national road to a provincial town,
 - e. a road connecting a national road or a connected road of a provincial town to main areas such as ports, railway stations, airports, special economic zones, tourist destinations, border checkpoints, and other potential economic areas.
 - f. national main roads with heavy traffic flow, defined by the Royal Government of Cambodia as proposed by the Ministry of Public Works and Transport
 - **“Provincial Road”** refers to any road where there is moderate-flowing traffic, including:
 - a. a road connecting a provincial town to a district/Khan town,
 - b. a road connecting a national road to a provincial road,
 - c. a road connecting a provincial/town road to a district/Khan town,
 - d. a road connecting a provincial town to a provincial road,
 - e. a road connecting a provincial road to other one,
 - f. a road connecting a provincial/town road, or a provincial road in populated areas to main areas such as ports, railway stations, airports, special economic zones, tourist destinations, bilateral-party border checkpoints, and other average potential economic areas.
 - **“Rural Road”** refers to:
 - a. a road connecting a national or provincial road to towns,

- districts/Khan, communal/Sangkat towns, and villages,
 - b. a road connecting a town, or a district/Khan town to other towns, and a district/Khan town,
 - c. a road connecting a town or a district/Khan town to a communal/Sangkat town,
 - d. a road connecting a communal/Sangkat town to other one,
 - e. a road connecting a communal/Sangkat town to villages,
 - f. a road connecting a village to other one,
 - g. a village road.
- **“Expressway”** refers to any road, designated for vehicle traffic, installed with road traffic safety facilities for separating roadway into opposite direction, or divided into lanes on a level surface without any intersection, or with few intersections as necessary, and equipped with adequate road facilities to ensure continuous traffic flow and safety, and to reduce the period of travelling, with designated marks for vehicles to exit and enter the expressway.
 - **“Road Facilities”** refer to parking areas, stops, traffic lights, speed signs, direction signs, spacing signs, markings or barriers or road dividers, roundabouts, median strip, curbs, road pavements, barriers, protective fences, kilometer posts, boundary posts, and other road signs and facilities installed along the road.
 - **“Roadway”** refers to a part of the road for all kinds of vehicle traffic.
 - **“Shoulder”** refers to both sides of the roadway outside populated areas, which allows vehicle parking, if necessary.
 - **“Sidewalk”** refers to both sides of the roadway in populated areas, designated for pedestrians, planting trees, and installation of facilities to serve public interest.
 - **“Lane”** refers to a part of the roadway separated by lines or road dividers, with enough width for all kinds of vehicle traffic in one row.
 - **“Town or populated area”** refers to an area, where buildings or houses are densely constructed, and entrances to or exits from the area are placed with signs of built-up areas, names of entry built-up areas, or names of exit built-up areas, with red lines on signs along the road, and where many people are travelling back and forth.
 - **“Road junction or intersection”** refers to a junction where two or more roads meet or cross on a flat surface regardless of the angle of the road axis. A junction may have either one of the following shapes: +, X, T, Y, or roundabout, etc.
 - **“Roundabout”** refers to an intersection, where a central part has a raised circle shape with traffic direction signs, and with a one-way roadway around the raised circle, guided by traffic direction

arrows.

- **“Private exit/entrance”** refers to a private home exit/entrance on a flat surface connecting to a public road, and it is not a sidewalk.
- **“Stop”** refers to the state of motionlessness of a vehicle on the road for a short moment that the driver is still in or nearby the vehicle to allow passengers or other vehicles to pass by, or the vehicle stops at the roadside for getting on or off goods or passengers.
- **“Parking”** refers to leaving a vehicle motionless for a long or short period that the driver may leave his/her vehicle alone.
- **“Driver”** refers to any person, who operates vehicle, including an animal herder, carrier and rider on the road.
- **“Helmet”** refers a national standard helmet recognized by the competent authority for wearing during the traveling on motorbikes or tri-cycles to reduce risk of head injury at traffic accident period.
- **“Technical tools”** refer to tools used to control speed, or alcohol, or drug, or tools used to collect images and other information.
- **“Signal tools”** refer to tools used by traffic agents to signalize vehicles to stop. Such tool emits red light in the dark.
- **“Vehicle”** refers to any vehicle, used for transporting passengers or goods, along the road, or towing or being towed by other vehicle, with or without machine.
- **“Light passenger vehicle”** refers to any passengers transport vehicle with a carrying capacity from 10 (ten) to 20 (twenty) passengers plus its driver.
- **“Heavy passenger vehicle”** refers to any passengers transport vehicle of with a carrying capacity of more than 20 (twenty) passengers plus its driver.
- **“Motor vehicle”** refers to all categories of engine-powered vehicles moving on the road.
- **“Family vehicle”** refers any vehicle with a carrying capacity of not more than 9 (nine) passengers plus its driver. This kind of vehicle may be used for a family purpose.
- **“Light vehicle”** refers to any vehicle with a total maximum weight of not more than 3.5 (three point five) tons.
- **“Heavy vehicle”** refers any vehicle with a total maximum weight of more than 3.5 (three point five) tons thereof.
- **“Bus”** refers to a heavy passenger vehicle providing public transport services for fee payment along designated road sections in the capital city or towns.

- **“Modified agriculture vehicle”** refers to any modified vehicle for agricultural purposes, such as rice harvester, rice thresher, or rice miller, etc.
- **“Tools-equipped truck”** refers to any special truck equipped with additional mechanical tools, without loading passengers or goods outside its driver cabin, such as cement mixer truck or other vehicles used for road or bridge construction, etc.
- **“Commercial goods and passengers vehicle”** refers a commercial vehicle transporting others’ or personal goods, and transporting passengers.
- **“Road user”** refers to any driver and pedestrian, traveling on the road.
- **“Net weight”** of vehicle refers to the weight of a vehicle without loading passengers or goods, except fuel, toolkits and spare tire.
- **“Maximum carrying weight”** of vehicle refers to the sum of the loading weight of both passengers and goods as defined by its factory.
- **“Total maximum weight”** of vehicle refers to the sum of the net weight of the vehicle and its maximum carrying weight. If a vehicle has a trailer, then a total maximum weight of the vehicle should be the sum of the total maximum weight of the respective vehicle.
- **“Total maximum authorized weight”** of vehicle refers to the sum of the net weight of the vehicle and authorized carrying weight of passengers and goods. If a vehicle has a trailer, the total maximum authorized weight of the vehicle should be the sum of the total maximum weight of respective vehicles.
- **“Gross weight”** of vehicle refers to the sum of net weight of the vehicle plus the actual carrying weight of passengers and goods.
- **“Goods”** refers to material, object, soil, stone, gravel, sand, fuel, animal and other objects transported in vehicles.
- **“Trailer”** refers to a vehicle attached to a motor vehicle, or other vehicle.
- **“Semi-trailer”** refers to a vehicle attached to a trailer head.

CHAPTER II

TRAFFIC SIGNS

Article 5: Road traffic signs include traffic signs installed along the roads, traffic lights, road markings, and traffic signals by traffic agents, and other signs.

The traffic signs, traffic lights and road markings on the roads should be arranged in a coherent system at important locations so that road users can see them clearly.

Temporary danger signs along the roads should be placed in an appropriate distance according to the road types, classifications and conditions so that the drivers can be careful beforehand.

Sticking papers or other materials or drawing on traffic signs, or using traffic sign supports or on other things for traffic signs, which prevents the drivers from seeing or understanding the traffic signs clearly or blinking drivers' eyes, must be banned.

All images and messages on the road traffic signs must be set out in Prakas of the Minister of Public Works and Transport.

Article 6:

The levels of priority are defined as follows:

1. Traffic signs should be take priority over traffic regulations.
2. Traffic lights should take priority over traffic signs.
3. Traffic signals by traffic agents should take priority over traffic lights, road markings on the roads, traffic signs along the roads, and other traffic regulations.

CHAPTER III

DRIVERS

Article 7:

Driving all kinds of vehicles in the Kingdom of Cambodia must always keep right. All kinds of vehicle must be operated by the drivers.

A goods transport vehicle with a total weight of more than 16 (sixteen) tons or a passengers transport vehicle carrying from 35 (thirty five) passengers thereof must have 1 (one) driver and 1 (one) assistant driver, both holding appropriate driving licenses relevant to the certain types of vehicle, in comply with road types, distance, and travel time.

Article 8 (New):

All kinds of vehicle drivers must implement the following rules:

1. Hold a driving license for the drivers who drive:
 - all kinds of vehicles;
 - motorcycles with trailers, and tricycles;
 - vehicles with a cubic capacity from 125 (one hundred and twenty five) cm³ or an electric engine from 11 (eleven) kilowatt upward. For vehicles with a cubic capacity of less than 125 (one hundred and twenty five) cm³ or an electric engine of less than 11 (eleven) kilowatt downward, the drivers are not required to hold a driving license but they must be at least 15 (fifteen) years old with the national identification card or other certified document of identity.
2. while driving their vehicles, the drivers must always be careful and drive in an easy and comfortable position, particularly the

possibility to operate the vehicle without any interruption.

3. do not interrupt the people living by the roads and other road users.
4. do not consume alcohol, which increases the proportion of it from 0.25 (zero point twenty five) milligram per liter of breath or 0.50 (zero point fifty) gram per liter of blood thereof.
5. The vehicles with caterpillar tracks are not allowed on the roads. Such vehicles must be transported on other vehicles with rubber tires.
6. a cellphone is not allowed while driving and without hand-free accessories.
7. passengers, goods, or other objects are not allowed loading, which blocks the eyes of drivers.
8. a motorcycle may be allowed to load two adults and a child. All the motorcycle drivers and passengers, including the child aged from 3 (three) years must properly wear helmets. All motorbike drivers and tri-cycle drivers with trailers must properly wear helmets.
9. in towns or densely populated areas, the drivers and passengers, who sit at the front seats of a vehicle, must wear their safety seatbelts.
10. outside towns or densely populated areas, all the drivers and the passengers in the vehicle must wear their safety seatbelts as stipulated in Article 90 of this Law.
11. babies under 10 (ten) months old must be placed in child restrains with safety seatbelts firmly tied to the vehicle's backseat.
12. children from 10 (ten) months to under 5 (five) years must sit in child restraints with safety seatbelts firmly tied to the vehicle's backseat.
13. children under 10 (ten) years old are not allowed to sit in the front seats of the vehicle.

Article 9: On a roadway with two opposite traffic directions and without road markings, the drivers must use a half of the roadway on the right, by keeping right.

On a one-way road without road markings dividing traffic lanes, the drivers must drive on the right-hand lane, except when they need to turn left. The drivers may use a half of the roadway on the left when overtaking or stopping. However, in densely-populated areas or towns, use of roadway must be determined in Prakas of the Minister of Public Works and Transport.

Article 10: For a designated lane for a specific type of vehicles, the drivers of other kinds of vehicles must not drive in that lane, except when they need to enter or leave their allowed lanes.

On a two-way road with a center line, the drivers must keep driving on the farthest right-hand lane.

On a one-way road with two or more traffic lanes, the drivers must keep their driving on the right-hand lane. In case of a very heavy traffic, the drivers may drive on any lane.

On a two-way road with two or more traffic lanes in each traffic direction, the drivers should keep their driving on the farthest right-hand lane. In case of a very heavy traffic, the drivers may drive on any lane in their respective traffic direction.

In case of a very heavy traffic as stated in the Paragraph 3 and Paragraph 4 of this above Article, driving in faster speed than that in other lanes is not considered as an act of overtaking. The drivers of a vehicle with a total weight of more than 3.5 (three point five) tons must keep their driving on the farthest right-hand lane. However, when they need to turn left or overtake, the drivers may use other lanes. Exceptionally, in densely-populated areas or towns, use of roadway must be determined in Prakas of the Minister of Public Works and Transport.

Article 11: When the traffic light shines yellow color, it signalizes caution to be ready to stop, the green light allows traffic to proceed, and the red light prohibits any traffic from proceeding.

The red light means a complete stop and the drivers must stop at a white zebra crossing or a pedestrian crossing. However, if there is no obstacle ahead, the vehicles on the farthest right-hand lane may turn right carefully, except a red arrow light of no-turn-right sign.

Article 12: The drivers must bypass to the right at all roundabouts or medians strips as a block for straight forward movement of their vehicles, except there are provisions stated otherwise.

Article 13: The drivers must not be allowed to drive side by side on the same lane. The drivers must not be allowed to drive through or overtake a military, police, delegation, or official processions.

Article 14: Towing procedures must be applied in accordance with following regulations:

- Hooking and hauling a vehicle: the drivers must use cables, or iron bars, or other hooking materials that are firm, in good quality, and flexible to bending.
- The drivers are not allowed to use ropes to tow any vehicle with a total weight from more than 5 (five) tons upwards.
- The drivers are not allowed to tow more than one vehicle or tow a vehicle with trailers or semi-trailers.
- The drivers are not allowed to tow bicycles or motorcycles.
- The drivers are not allowed to tow any kind of vehicle with passengers inside, except the driver.
- Vehicles with trailers or semi-trailers must carry two yellow reflective shaped-isosceles signs placed next to both sides of the number plates at the front bumpers of the vehicle.

Techniques for hooking trailers or semi-trailers on and off vehicles and trailer heads must be determined in Prakas by the Minister of Public Works and Transport.

Article 15: At bus stops in towns or densely populated areas, the drivers of all kinds of vehicles must slow down or stop, if necessary, to allow buses to easily move in and out or stop.

Article 16: Driving speed is defined in accordance with the following conditions:

- driving speed limits must be determined in a sub-decree.
- the drivers must not drive slowly in an unusual manner without adequate reasons that interrupts other vehicles. The drivers driving in such a slow speed must keep their driving on the right so that other drivers driving fast can overtake easily on the left.
- any driver who is forced to slow down in an unusual manner must alert other drivers by using the emergency light, and must keep driving to the most right side of the roadway.
- speed limit regulations are not be applied to the drivers of police or military convoys, delegates or senior leaders processions, fire trucks, ambulances, and other vehicles with siren blaring and special lights on duty.

Article 17 In all cases, the drivers must always control their own speed and drive in an appropriate speed in conformity with the actual situation so that they are able to stop their vehicles on time and without any accident.

The drivers must slow down their speed in the following cases:

1. when passing other vehicles on narrow roads.
2. when passing other vehicles carrying passengers and children that are being stopped to load or drop them.
3. when approaching a bridge or railway.
4. when the weather is not good and the drivers cannot see clearly from a distance.
5. when changing traffic direction.
6. when reaching a turning, curved or slippery road, crossroad, or roundabout.
7. when approaching a high hill or when going down the slope.
8. when passing or overtaking stopped convoys, or when passing or overtaking other processions.
9. when the materials block way or densely-built houses close to the roadway.
10. in all cases where slow-speed or danger signs are installed.
11. when there are police's, military's and gendarmerie's convoys, delegates and high-ranking leaders processions, fire trucks and

ambulances with blaring siren or other vehicles blaring siren sound or light, all the drivers must slow down and drive to the right, and if necessary, stop as close as at the roadside to allow those vehicles to proceed forward safely.

12. where reaching schools or hospitals located less than 50 (fifty) meters from the road.

Article 18:

A vehicle moving behind another one must keep an adequate safety distance to avoid collisions with the front vehicle when it slows down or stops by chance. The safety distance for all kinds of vehicles on the road must be defined in Prakas of the Minister of Public Works and Transport.

Article 19:

When overtaking, the drivers must strictly implement the followings:

1. the drivers of all kinds of vehicles must overtake each other on the left. However, the drivers may overtake the front vehicles on the right if the drivers of the front vehicles indicate direction change to the left and stop, or prepare to turn left.
2. before overtaking, the drivers must be sure that their overtaking will not lead to any harm or accident by implementing as follows:
 - a. seeing clearly that there is no any obstacle ahead, and that they are able to return to their current track after overtaking without disturbing other drivers,
 - b. no other drivers behind start asking permission to overtake,
 - c. no overtaking request indicated by any other vehicles in the front,
 - d. making sure that the proportional speed between the two vehicles allows overtaking for only a short period of time,
 - e. giving a signal for overtaking by turning on the left indicator light, and if necessary, using alternating low and high beams at night, or using horn during the daytime, except in towns or densely populated areas where horn for overtaking is prohibited.
 - f. being sure that the drivers in the front and the rear vehicles are aware of the request for overtaking.
3. Upon being informed of overtaking, the driver of the front vehicle must assess the road section in front of them, and if there is no any obstacle ahead, the front driver must turn on his/her right indicator light, or raise his/her left hand up in the air and bend it to the right, and slow down to the right, as a signal to the rear driver requesting for overtaking that he/she may do so. In case the front driver sees that the road sections ahead are busy or there are obstacles, he/she must turn on their left indicator light, or raise his/her left hand up straight as a signal to the rear driver that overtaking is not be allowed.
4. when overtaking, the drivers must increase speed and keep a distance of 1 (one) meter away from other vehicle.
5. on the road without a center line, the drivers may overtake by using other half of the roadway as long as it does not cause any harm or disturbance to other vehicles coming from the opposite traffic

direction.

6. after completing overtaking, the drivers must turn on the right indicator light as a signal to come back to their current track/lane.
7. on a one-way road with multiple lanes for different destinations, any vehicle in a specific lane moving faster than those in the other lanes is not be considered as overtaking.

Overtaking must be prohibited in the following cases:

- overtaking in three rows (overtaking other vehicle in overtaking process),
- at places where there is a no-overtaking sign,
- on curved or steep roads, except such overtaking can be made without occupying the half-roadway on the left,
- at places near or at turning roads, crossroads, and slippery roads,
- at tops of slope or narrow roads, or roads with slowdown signs,
- on bridges or when going down slopes,
- at work sites,
- at places near or at sections assigned for pedestrians,
- along roads under bridges, or tunnels,
- when the visibility is low, such as heavy rain, fog, dust or smoke,
- at places near or at intersections between roads and railways without barricades, and
- on flooded roads.

Article 20:

Passing:

1. the drivers of all kinds of vehicles must pass each other by keeping right.
2. when passing each other on narrow or dangerous road, the drivers must slow down their vehicles respectively. If necessary, both vehicles must pause, and if the two vehicles are the same type, either one of them wishing to move first must give a signal by raising hand or honking in the daytime, or using alternating low and high beam lights at night, and wait for the opposite vehicle to give approval before proceeding. However, if the vehicles are different types, the driver of the larger vehicle must allow the smaller vehicle to move first.
3. when passing each other on a narrow road accessible to one vehicle at a time, but on a section, which allows the vehicles to pass each other, the vehicle arriving first at this section must pause and wait in order to allow another vehicle to pass easily.
4. in case a roadway is too narrow to allow two vehicles to pass and one of the vehicles is required to reverse, the drivers must exercise the followings:
 - a. For vehicles in the same type, any vehicle wishing to go first must signal its request and wait for the other vehicle to approve and reverse.
 - b. For vehicles with and without trailers, the vehicle without trailers must reverse to give way.
 - c. For light and heavy vehicles, the light vehicle must reverse to give way.
 - d. For vehicles transporting goods and passengers, the vehicle with goods must reverse.

5. when passing each other on a steep and narrow road, the vehicles going down the slope must pause to allow the vehicles going up the slope to go first.
6. when passing each other, if any driver sees an obstacle ahead, such as a damaged road section or a parking vehicle, he/she must pause his/her vehicle to allow the other to go first.
7. when passing on a narrow bridge accessible to one vehicle at a time, heavy vehicles must give way to light vehicles.
8. Before passing each other at night outside towns/densely populated areas without lights along the roads, the two vehicles must turn off their high beams, and instead, turn on their low beams.

Article 21:

Priority at intersection is defined as follows:

1. when reaching intersection, all the drivers must slow down and look at the traffic flow on the roadway they are about to cross, and must cross the road carefully if the road ahead is not clear. If necessary, the drivers must give a signal to inform other drivers on other directions by using horn at daytime or alternate high and low beams at night. On a give-way road, the drivers must drive in an appropriate speed so that they can stop their vehicle to give way to other vehicles to move first.
2. At intersection, even though the green light is on, the drivers must not enter intersection if it requires the drivers to stop in the middle at intersection due to heavy traffic. In this case, the drivers must stop before reaching intersection to avoid traffic congestion, which blocks other vehicles coming from other directions.
3. At intersection, the drivers must give way to other drivers on the right. However, at T-intersection without priority, the drivers at the road end must give way to other drivers on the continuing road.
4. Regardless of any road type, the drivers approaching a roundabout must give way to other drivers on a one-way road circling the roundabout with direction arrow.
5. When reaching intersection with give-way sign, the drivers must give way to other vehicles on the roads with priority to proceed first, and may cross intersection only when they make sure that it will not cause any harm.
6. When reaching intersection with “STOP” sign, the drivers must stop before approaching zebra-crossing to give way to other vehicles and pedestrians on the roads with priority to go first, and may cross intersection only when they make sure that it will not cause any harm.
7. Meanwhile, the drivers must give way to the vehicle of police, military, and gendarmerie, fire trucks, or ambulances on duty, by blaring sirens and turning on special lights to inform its present for

way.

8. The following on-duty vehicles are entitled to have priority sequences as follows:
 - fire trucks,
 - ambulances,
 - the vehicles of police, military and gendarmerie, delegate processions, senior leaders' convoys, or motorcades led by traffic police.
9. Before leaving and entering a private road, not open to the public, such as entrance to residences, factories, buildings or various squares, the drivers must take utmost care and must give way to other drivers or pedestrians moving on the public road to proceed first.
10. The drivers coming from path or rough road must give way to other drivers moving on other roads to proceed first.
11. At intersection where a roadway is divided into many lanes, and one or more lanes are reserved for some specific vehicles, the provisions on traffic priority stipulated in this article must be applied to all the drivers using these lanes, except for the vehicles defined in Point 7 and 8 above in this article.

Article 22:

Crossing the railway:

1. the drivers must slow down when approaching the railway.
2. at road and railway intersection with barriers or barricades, the drivers must not move in intersection when the barriers are closed, being closed or being opened.
3. at road and railway intersection where the guards are stationed, the drivers must follow the guards' instructions and must not interfere while the barriers are being opened or closed.
4. when a train is approaching, all the drivers must stop the vehicles immediately to let the train go first. All herders must find ways to immediately stop their animals and prevent any of them from crossing the railway.
5. when the train blares horn as it is approaching, all the drivers must stop at least 2 (two) meters away from the barriers and at least 5 (five) meters away from the railway should there be not barrier.
6. In case the vehicles are stuck or a herd of animals already arrives at the railway, the drivers or shepherds must make sure that they are not blocking the train's way or must inform the nearest railway agents of possible dangers, should they not be able to clear the obstacles on the railway by themselves.

Article 23:

Stopping and parking on the road must be executed as follows:

1. stopping and parking of all kinds of vehicles must not interfere other

moving vehicles.

2. in towns or densely populated areas, all kinds of vehicles must be stopped or parked parallel with their traffic directions by following the regulations:
 - on a roadway with two opposite traffic directions, vehicles must be stopped or parked on the right side of the road, parallel with their traffic direction.
 - on a one-way road, the vehicles must be stopped or parked to the right or left side of the road, parallel with their traffic direction.
3. outside towns or densely populated areas, the vehicles or animals must be stopped or parked outside the roadway. If there is no space available for parking beside the roadway, the regulations must be followed as stipulated in Point 1 above of this article.
4. outside towns or densely populated areas, all kinds of vehicles that are broken, or forced to stop or parked on the roadway are required to use emergency light or/and put a triangular sign, at least 30 meters away as it could be visible from a distance of 100 (one hundred) meters away. If the above incident happens where stopping or parking is banned, the nearest relevant authority must be informed.
5. in towns/densely populated areas, all vehicles must be stopped or parked to load or unload goods or passengers by keeping a distance of no more than 25 (twenty-five) centimeters away from the shoulders and at least 5 (five) meters away from intersection, or bent or curved road sections, and at least 10 (ten) meters away from intersection, or bent or curved road sections on a boulevard. Outside towns/densely populated areas, all vehicles must be stopped or parked at least 10 (ten) meters away from intersection, or bent or curved road sections.
6. When parking, before leaving their vehicles, the drivers must apply hand brake or other measures to prevent possible accidents from occurring whilst they are away.
7. Vehicles are not allowed to stop or park in the following places:
 - on the roadway, on sidewalk reserved for pedestrians, with a space of at least 5 (five) meters away from zebra crossing, or on zebra crossing,
 - on paths for pedestrians,
 - at places reserved for parking or stopping some specific vehicles,
 - at the space between the edge of the roadway and a solid line, if the space between the line and the parked vehicle is less than 3 (three) meters, in which other vehicles may not move forward or have to move over the solid line,
 - at places near traffic light poles or traffic signs, which prevents road users from seeing these traffic signs,
 - at any places blocking entrance/exit, parking, or stopping of others vehicles,
 - on bridges, underpasses, underground roads, intersections, road-railway intersections, roundabouts, very curved or steep roads,

which is invisible to others vehicles from a far distance.

- for a space of less than 20 (twenty) meters away from road-railway intersections,
- for a space of less than 10 (ten) meters away from the front or the rear pumping stations of fire-trucks, and in front of fire stations,
- at entrance/exit of public buildings,
- on a roadway in front of entrance/exit of a private house, except the vehicles belongs to the house's owner,
- parallel in two rows,
- on one edge of the roadway if the opposite edge is reserved for parking, except parking is allowed on both sides of the roadway,
- at places where there are NO PARKING/STOPPING signs,
- parked on the public road more than 24 hours,
- for a space of less than 10 (ten) meters away from the front and the rear of the bus stop sign.
- for a space of less than 1 (one) meter in the front of or behind parked vehicles or parked in line,
- near intersections or bent road.

Article 24: When opening their vehicles' doors to get off or on, the drivers must always be careful, especially when opening their vehicles' doors on the left side.

Article 25: Before leaving parking areas, the drivers must give a clear and visual signal to inform others road users to make sure that departure of their vehicles will not cause any harms to others.

Before changing traffic direction such as turning left or right, changing lanes, making U-turn or reversing, moving to the right to stop or park, the drivers must slow down and give a clear and visible signal to others road users moving on the road.

When turning left or right, making U-turn or reversing, the drivers must exercise the following rules:

1. Turning Left
 - before turning left, the drivers must look at the back of their vehicles through the rear-view mirror, particularly through the left side mirror to see traffic flow and movement behind;
 - the drivers must turn on the left indicator light from a sufficient distance from where they want to turn and slow down, and if there are no obstacles, keep driving as close as to the center line;
 - before ready to turn left, the drivers must look at the left and right sides and at the left once again, especially to assess the vehicles coming from the opposition direction. If the road is free, the drivers must make turning carefully, especially pedestrians crossing the road. If the road is not free, the drivers must wait and give way to the vehicles from the opposition direction and from the right side to go first;
 - turning left must be conducted by moving on the right side – it means that turning left behind the vehicles from the opposite direction, except when the traffic police gives order of directions.

2. Turning right:
 - before turning right, the drivers must look at the back of their vehicles through the rear-view mirror, and particularly through the right side mirror see traffic flow and movement behind;
 - If there is no obstacle, the drivers must turn on the right indicator light at from a sufficient distance from where they want to turn and slow down, and keep driving to the right side;
 - before turning right, the drivers must look at the left and right, and at the back via the right side view mirror, especially making sure that there is no obstacle on the right behind them. If the road is free, the drivers must drive to the most right side as possible and pay more attention to pedestrians crossing the road.
3. Making U-turn and reversing:
 - the drivers intending to make U-turn or reverse must make sure that it will not cause much interference or harms to other road users;
 - when reversing, the drivers must be careful and constantly look at the traffic movement behind them, and particularly before reversing, the drivers must watch out for small children or small animals behind them;
 - Making U-turn is prohibited in the following cases:
 - places near intersections or road-railway intersections,
 - curved roads where the drivers may not see other vehicles from a distance of 150 (one hundred and fifty) meters away,
 - reaching and coming up the top of hill,
 - places where there is a sign of no U-turn,
 - on one-way roads.

The above-mentioned rules must be waived if there are signals from the road traffic police or road markings on the roads.

Article 26:

When the pedestrians are crossing the road, the drivers must implement the following measures:

1. In all cases, the drivers must stop their vehicles when the pedestrians are crossing or about to cross at the zebra-crossing.
2. At intersection or places near intersection, the drivers are forbidden from interfering or blocking the pedestrians who are crossing the road even there is no zebra-crossing.
3. In case there is zebra-crossing at intersection where there are traffic lights or traffic agents are stationed there, the drivers must not interfere or block the pedestrians who are crossing at zebra-crossing even the green light is on or the traffic police officers order to move forward. When turning into another road where pedestrians are crossing, the drivers must slow down, and if necessary, stop to give way to the pedestrians to cross the road.

4. In case there is zebra-crossing at intersection where there is no traffic light or traffic agents are not stationed there, the drivers must slow down or stop their vehicles to give way to the pedestrians who are crossing or about to cross the road to go first.

CHAPTER IV

USE OF VEHICLE LIGHTS AND HORNS

Article 27: At night or day time, when visibility is sufficiently clear, for example, during heavy rain or fog, or when passing through an tunnel, the drivers on the road must use their vehicle lights in accordance with the following conditions:

1. While driving their vehicles:
 - a. High beam lights: use at night on the road without lighting, and generally use it to provide a clear visibility from a distance, but there should be careful not to interfere other vehicles coming from the opposite direction.

Using high beam lights are prohibited in towns/densely populated areas with sufficient electronic lights, except they are used alternatively with low beam lights to request for overtaking or making way.

- b. Low beam lights: must be used in the following cases:
 - at night, inside and outside towns with electronic lights along the roads,
 - at night, outside towns without electronic lights along the roads, when about to pass other vehicles, and when driving closely behind another vehicle,
 - at day time when visibility is not clear due to heavy rain or fog or when passing through a tunnel,
 - low beam lights may be used alternatively with high beam lights to flash a signal instead of honking at night.
 - c. Conspicuity lights: at night in towns, all vehicles moving on the road must at least have conspicuity lights and it is not necessary to use low beam lights if the road have sufficient electric lights. The conspicuity lights are used to indicate the presence and size of the vehicle to other road users coming from the opposite direction.
 - d. Other lights: at night or day time when the weather is not good and visibility ahead is not clear, the drivers must use:
 - red lights: indicate the presence and width of the vehicle to the road users at the back,
 - number plate illuminators: to let other road users see the number plate clearly at the back,
 - width lights: to indicate the width of the vehicle or its bulky loading to other road users,
 - direction indicator lights: to inform other road users when

- changing direction to the left or right.
 - reversing lights: to inform other road users behind when the vehicle is being reversed,
 - stop (brake) lights: to inform other road users at the back when the drivers are hitting brake to slow down or stop,
 - emergency lights: to warn other road users against possible accidents, for example, when the driver is forced to drive slowly because of towing a broken vehicle or messy loading vehicle and when stopping or parking on the roads outside towns because the vehicle is broken or is involved in accident or falling goods cannot be loaded back immediately,
 - fog lights: are used when there is heavy fog or rain. Fog lights may be used instead of, or in addition to low beam lights,
 - daytime lights: are used during the day. All kinds of vehicles may use the lights to improve visibility to other road users.
2. While driving non-motor vehicles, the drivers of the following vehicles must exercise as follows:
- Human-pulled carts must be equipped with a white or yellow lights or reflectors at the front, and a red light or reflector at the back. The two lights must be installed at the edges of cart facing the roadway.
 - Animal-pulled carts must be equipped with two white or yellow lights or reflectors on both sides at the front, and two red lights or reflectors on both sides at the back.
 - Bicycle and tricycle should be equipped with at least one white light or reflector at the front and at least one red light or reflector at the back.
 - Motorcycle/bicycle-pulled trailer must be equipped with two red reflectors or lights placed on both sides at the back.
3. When stopping or parking motor vehicles on the road without public electric lights, the drivers must use:
- conspicuity lights: to indicate the presence and width of the vehicle to other road users from the opposite direction,
 - red lights: indicate the presence and width of the vehicle to other road users at the back,
 - number plate illuminators: to clearly indicate the vehicle's number plate to other road users at the back

In towns or densely populated areas, use of the lights stipulated in Point 3 of this article, it is not necessary to use it if there are sufficient electronic lights on the road, which allows road users to see clearly from a distance of at least 20 (twenty) meters.

4. Disconnected trailer or semi-trailer must be parked next to the sidewalk or roadside and a white or yellow light must be turned on at the front of the trailer, and a red light on at the back. Each light must be placed at the trailer's corner facing the roadway where the trailers or semi-trailers are parked parallel. In towns, it is not necessary to use such

lights if there is sufficient electronic lights along the road, which allows other road users to spot the parked vehicles from a distance of at least 100 (one hundred) meters away.

5. In case the vehicles are forced to stop or park on the roadway that may block or lead to traffic accidents at places such as ones near intersections, bent roads, curved roads, steep roads, and road-railway intersections, because the vehicles are broken or involved in traffic accident and cannot be removed from the roadway, the drivers must inform other drivers of this obstacle by using emergency lights or/and placing a triangular sign at least 30 (thirty) meters behind the vehicles so that it could be seen from a distance of at least 100 (one hundred) meters. In case there are falling goods from the vehicles on the roadway and they cannot be loaded back immediately, the drivers must notify other drivers by using a triangular sign and emergency lights simultaneously, or at least a triangular sign placed 30 (thirty) meters from the falling goods.
6. Special lights may be used all the time for on-duty fire trucks, ambulances, vehicles of police, military or royal gendarmerie, delegates', senior leaders', or military's processions led by traffic police.

Article 28:

Use of horn must be carried out in the following ways:

1. Use of sound signal "horn" is allowed only during the daytime to inform other road users to avoid possible accidents, and to request for overtaking outside towns/densely populated areas.
2. At night, horn must be replaced by using alternating high and low beams to inform other road users to avoid possible accidents, and to request for overtaking.
3. Special lights may be used all the time for on-duty fire trucks, ambulances, vehicles of police, military and royal gendarmerie, delegates', senior leaders', or military's processions led by traffic police.
4. Sound signal must be used as a short time as possible, and not longer than needed, except when there is an emergency.
5. Use of air-horn is prohibited in cities or towns or near hospitals.

Article 29:

Use of special lights and horns must be implemented as follows:

1. Special lights are additionally added flashing and rotating lights with a number of different colors and corroding meanings as follows:
 - a. special blue or red lights must be used only for on-duty vehicles with priority, such as fire trucks, ambulances, vehicles of police, military and royal gendarmerie, delegates', senior leaders', or military's processions led by traffic police in order to indicate their presence to other road users.
 - b. special dark-yellow light must be used only for vehicles serving

for public work, such as road cleaning vehicles, road maintenance and repair vehicles, and special transport vehicles equipped with such special lights in a slow speed.

2. Special horn is additionally added sound, used for vehicles with priority, such as fire trucks, ambulances, vehicles of police, military and royal gendarmerie, delegates', senior leaders', or military's processions led by traffic police by blaring siren. For hospital ambulances, sirens is added with high and low sounds by blaring two times.
3. When encountering vehicles on duty with flashing dark-yellow lights, the drivers must be careful when passing or overtaking these vehicles.
4. When encountering on-duty vehicles with priority emitting the special lights and sounds, other road users must slow down and drive to the right side, or stop to let these vehicles to overtake or pass easily.

In case of on-duty, the vehicles with priority such as fire trucks, ambulances, vehicles of police, military and royal gendarmerie, delegates', senior leaders', or military's processions led by traffic police may:

- drive opposite traffic direction on one-way roads,
- move forward when the red traffic light is on,
- drive in unlimited speed,
- be given way at intersection, and
- drive across or over the center solid line.

In any case, the drivers of such vehicles must drive carefully to avoid accident to other road users and must strictly follow the commanding signals directed by traffic agents.

Article 30:

Installation of sound, light or decorating light beyond the vehicle's technical specifications must be prohibited.

CHAPTER V

PEDESTRIANS AND ANIMAL RIDERS OR HERDERS

Article 31:

Pedestrians and cart pullers or pushers must follow traffic lights, traffic signs, or commanding signals directed by traffic agents.

The pedestrians and cart pullers or pushers must execute the followings:

1. a roadway is not allowed using where there are sidewalks or shoulders reserved for pedestrians.
2. a roadway is allowed using where the sidewalks or roadsides are not accessible for pedestrians, and must walk closely to the sidewalks parallel with traffic direction.
3. zebra-crossing must be used if it exists nearby.
4. at zebra-crossing:

- the pedestrians must follow traffic agents or traffic lights,
 - places where there are no traffic lights or traffic agents, the pedestrians must be careful before crossing the road.
5. Where there is no zebra crossing:
 - before passing the road, the pedestrians must make sure that walking across the road will not interrupt traffic or result in any accident.

While crossing the road, pedestrians are not be allowed to cross through an intersection area, but the pedestrians must walk on the line across the road axis in the right angle, and not walk slowly or stop on the roadway, if not necessary.
 6. Children under 6 (six) years old are not allowed to walk on public road.
 7. Blind people walking on the public road have to be guided by a person, animal or device for direction.

Article 32:

Processions and use of roads for other purposes with the permission from the authorities must be executed as follows:

- A. Marches:
 - must be organized along the half-roadway on the right parallel with the traffic direction, and must keep free of other half-roadway on the left.
 - may be organized into two, three, or four lines fit for the width of the roadway and must respect traffic regulations.
 - white light must be held at the front and red light must be held at the back of the marches at nighttime or at daytime if visibility is not sufficiently clear.
- B. Use of roads for other purposes as required may be allowed by a joint Prakas of the Ministry of Interior and the Ministry of Public Works and Transport, or a joint Prakas of the Ministry of Interior and the Ministry of Rural Development.

Article 33:

Animal riders, herders, or drivers must execute as follows:

1. Must not cause any obstacle or harm to other road users by loading the number of people appropriate to the number of animals for pulling or stopping in a timely manner.
2. At night or daytime, if visibility is not sufficiently clear, a white light must be used at the front and a red light at the back.
3. While stopping on the roadway, must not interrupt other vehicles traveling on the road.
4. In towns or densely populated areas, animal riders, herders, or drivers on the road must stop their animals parallel with their traffic direction, by executing as follows:
 - on a two-way road, animal riders, herders, or drivers must stop their animals along the half-roadway on the right parallel with the traffic direction,
 - on a one-way road, animal riders, herders, or drivers must stop

their animals along the road to the right or to the left, parallel with their traffic direction, except where there is a warning sign.

5. Animals must not be released to walk freely on public roads.

CHAPTER VI

IN CASE OF TRAFFIC ACCIDENT

Article 34: All traffic accidents must be under the competency of the traffic police. In all cases of traffic accidents, road traffic police officers must do their best to:

1. Keep the public order at the accident scenes,
2. Take immediate action to save the victims,
3. Maintain security for all parties involved, and control conflicts, which may arise from traffic accident,
4. Take technical action to collect evidence and information to take minutes of traffic accident.

Article 35: In the case of traffic accident, all involved parties must execute as follows:

1. Immediately stop their vehicles, by not causing interruption or harms to other people,
2. Do not alter the scenes, traces, or marks, which may be considered as important factors to identify who is responsible for the accident.
3. Immediately report it to the nearest local authority or traffic police,
4. Do not use violence or provoke conflicts between the involved parties,
5. Do not leave the accident scene prior reaching mutual agreement or without permission from the road traffic police officers.

Bystanders of the event must immediately report it to nearest local authority or traffic police.

Article 36: If the accident results in only damages to the properties, the two parties may make their mutual settlement without any intervention from traffic police officers.

Article 37: In case the people are injured or dead, all the drivers or road users involved in the accident, or bystanders must take immediate action to report it to the nearest local authorities or the traffic police, or to refer the victims to the nearest hospital.

Article 38: In case one of the parties involved in traffic accident is a diplomatic agent or in diplomatic mission, the road traffic police officers must take minutes and submit a report on the accident to the Ministry of Foreign

Affairs and International Cooperation so that it will arrange its representatives to work with the road traffic police officers to examine the case and propose appropriate measures.

CHAPTER VII VEHICLES AND TRANSPORTATION MANAGEMENT

Article 39: National and international driving licenses for drivers of all types of vehicles must be issued by the Ministry of Public Works and Transport, except the driving license, for the drivers of military and police vehicles, and especially vehicles serving specific purposes, such as tanks, armored vehicles, vehicles equipped with military tools, jet vehicles, tricycles, and parade motorcycles, belonging to the state, issued by concerned ministries under the supervision of the Ministry of Interior or Ministry of National Defense.

The procedures for the issuance of international driving licenses must be decided in Prakas by the Minister of Public Works and Transport.

The Ministry of Public Works and Transport must provide the Ministry of Interior with data on licensed drivers on a monthly basis.

Article 40 (New): National driving licenses for vehicles in the Kingdom of Cambodia are divided into 5 (five) categories as follows:

Category A: Motorcycles with a cubic capacity from 125 (one hundred and twenty-five) cm³ or an electric engine from 11 (twelve) kilowatt, motorcycles with trailers, and tricycles.

Category B:

- Passenger transport vehicles with less than 9 (nine) people, including the driver.
- Goods transport vehicles with a maximum weight of more than 3.5 (three point five) tons;
- The vehicles in **Category B** can be attached with a trailer with a total maximum weight of no more than 0.75 (zero point seven five) tons.

Category C: Goods transport vehicles with a total maximum weight of more than 3.5 (three point five) tons and can be attached with a trailer with a maximum weight of no more than 0.75 (zero point seven five) tons.

Category D: Passengers transport vehicles include:

D1 - Vehicles loading from 10 (ten) to 20 (twenty) passengers including the driver may be combined with a trailer with a maximum authorized weight of no more than 0.75 (zero point seventy five) tons.

D2 - Vehicles with more than 20 (twenty) passengers including the driver may be combined with a trailer with a maximum authorized weight of no more than 0.75 (zero point seventy five) tons.

Category E: Vehicles under Category **B**, **C** and **D** with a trailer of a total maximum authorized weight of more than 0.75 (zero point seventy five) tons must be divided into three subcategories: Subcategory **E(B)**, Subcategory **E(C)** and Subcategory **E(D)**.

Article 41 (New): Various conditions related to the driving licenses must be defined as follows:

1. A driver is entitled to hold only one driving license. The application forms, procedures and the rights of issuing the driving license and demerit card must be determined by the Minister of Public Works and Transport.
2. People with disabilities (PWDs) are entitled to drive a special vehicle designed for the people with disabilities and the conditions of issuing the driving license for PWDs must be determined by the Interministerial Prakas by the Minister of Public Works and Transport and relevant ministries.
3. Prescribed ages of the drivers in line with the types of driving license are as follows:
 - At least age of 18 (eighteen) for Type **A** and **B**;
 - At least age of 22 (Twenty-two) for Type **C** and **D1**;
 - At least age of 24 (Twenty-four) for Type **D2** and **E**;
4. The driver holding Category **B** can drive agricultural vehicles or tools equipped vehicles with a maximum speed of no more than 40 (forty) km per hour and cannot drive other types of vehicles.
5. For the driver of modified vehicles with a maximum speed of more than 40 (forty) km per hour must hold Category **C**.
6. To be eligible for driving test of Category **C**, the driver must hold Category **B** or **D1**.
7. The drivers holding Category **C** or **D** can drive a vehicle prescribed in Category **B**.
8. The drivers holding Category **C** can drive a vehicle prescribed in Category **D1** in case they take driving test for Category **C** via driving license of Category **D1** but the drivers holding Category **D2** can drive a vehicle prescribed in Category **B** or **C** or **D1**.
9. To be eligible to take driving test of Category **D1**, the driver must already hold a driving license of Category **B**.
10. To be eligible to take driving test of Category **D2**, the driver must already hold a driving license of Category **B** or **C** or **D1**.
11. To be eligible to take driving test of Category **E**, the driver must already hold a driving license of Category **B** or **C** or **D**.
12. The drivers holding a driving license of Category **E** are entitled to

drive a vehicle with trailers with a total maximum weight of more than 0.75 (zero point seven five) tons in line with the driving license categories such as **E(B)** or **E(C)** or **E(D)**.

Article 42:

The holders of all driving license categories must be entitled to drive until they reach 65 (sixty-five) years old. Beyond 65 years old, the holders may be allowed to drive but they are required to have medical checkup and their driving license needs extending in every two years.

The validity of driving licenses for Category **A**, **B**, **C**, **D**, and **E** is determined as follows:

1. Driving licenses granted for Category **A** and **B** are valid for 10 (ten) years.
2. Driving licenses granted for Category **C**, **D** and **E** are valid for 5 (five) years.
3. The holders of driving licenses must submit their application for renewal before the expiry date, together with a medical checkup certificate. If they fail to renew their driving licenses, the holders must be fined in accordance with the provisions stipulated in this Law.

Medical checkup certificate must state the conditions of driving abilities as certified by a doctor at a hospital or health center recognized by the Ministry of Health.

Article 43:

All driving licenses must have a score card with 12 (twelve) marks and the marks must be deducted whenever the drivers violate the traffic regulations as follows:

A. 1 (one) mark must be deducted for:

- not wearing safety seatbelt or helmet,
- using high beam when encountering other vehicles coming from the opposite direction,
- driving over solid lines.
- driving over speed limits from 1 (one) to 19 (nineteen) kilometers per hour,
- driving at night without sufficient light as required by the specific type of vehicles,
- overloading passengers.

B. 2 (two) marks must be deducted for:

- driving over speed limits from 20 (twenty) to 29 (twenty-nine) kilometer per hour,
- increasing speed while the other vehicle is overtaking,
- incorrect right or left turning,
- making a U-turn where prohibited,
- failure to meet driving license requirements,
- making a right or left turn, or stopping without giving signal,
- incorrect overtaking or passing,
- driving without leaving sufficient safety space,

- carelessly driving disturbing other road users,
- failure to give signal when starting to leave,
- vehicle having technically incorrect specifications,
- undue goods loading,
- parking on crosswalk markings,
- stopping or parking on solid lines,
- allowing children under 10 years old to sit in the front seat,
- failure to place children under 5 years old in child restraints or sleeping in the vehicle,
- escaping from check by traffic police officers,

C. 3 (three) marks must be deducted for:

- stopping or parking at a dangerous place,
- dangerous overtaking,
- overtaking where prohibited,
- changing direction without giving signal,
- driving over solid lines,
- driving over speed limits from 30 (thirty) to 39 (thirty-nine) kilometer per hour,
- driving under influence of alcohol at the rate from 0.25 (zero point twenty-five) to 0.39 (zero point thirty-nine) milligrams per liter of breath or 0.50 (zero point fifty) to 0.79 (zero point seventy-nine) grams per liter of blood,
- racing along the road where it is not allowed by the law,
- mistakes derived from stopping or failure to give way at crosswalk markings, and not respect to red traffic light,
- not obeying red traffic light,
- not complying with STOP or priority signs,
- not following traffic police signals.

D. 4 (four) marks must be deducted for:

- driving over speed limits from 40 (forty) to 49 (forty-nine) kilometers per hour,
- not observing give-way at intersection,
- driving side by side,
- causing traffic jam,
- not giving way to the vehicles with priority,
- dropping goods from vehicles while moving,
- driving in opposite direction,
- doing a wheelie, driving in zigzag movement, carving or cutting in other vehicles,

E. 6 (six) marks must be deducted for:

- driving over speed limits from 50 (fifty) kilometers per hour upwards,
- driving under the influence of alcohol at rate from 0.40 (zero point forty) milligram per liter of breath or 0.8 (zero point eight) gram per liter of blood, or under the influence of drugs,
- escaping when involved in traffic accident,
- using fake number plate or fake vehicle identification

- certificate,
- violating the traffic regulations, which causes other injured unintentionally that the victims are not able to work for 8 (eight) or more from the date of the incident or dead,
- recidivating mistakes by using invalid driving license or inappropriate with the certain type of the vehicle,
- refusing to take alcohol or drug test,
- loading passengers on the top of goods.

Not more than 8 (eight) marks must be deducted per a count of violation.

Article 44:

The cases related to the score card:

In case there is no more mark, the driving license must become invalid. If the driver wishes to have a new driving license, he/she must attend driving classes, and take a driving test again at least in six months from the date of its invalidity. However, when the provoker driver causes others injured unintentionally, and the victims are not able to work for 8 (eight) or more days from the date of the incident or death, he/she may attend driving classes and take a driving test again at least in 5 (five) years from the date of its invalidity.

- In case some marks have been deducted, but within three years after the last deduction, the driver has not committed any further mistake, resulting in more marks being deducted, he/she must automatically get a new score card with 12 (twelve) marks.
- In case some marks have been deducted, and the driver wishes to increase the marks, he/she must take a two-day refreshment course, organized by the Ministry of Public Works and Transport. By attending the course, the driver may get 4 (four) marks, but not more than 11 (eleven) marks. The driver may attend such a course several times to increase the marks, in two years for the longest period.

The procedures for deduction and replenishing the marks in the score card must be determined in Prakas of the Minister of Public Works and Transport.

Article 45:

Except there is an agreement or international convention to mutually recognize driving licenses on a bilateral or multinational basis with the Kingdom of Cambodia, foreigners who lawfully live and wish to drive on the roads in the Kingdom of Cambodia must obtain a Cambodian driving license via either one of the two following ways:

1. must take a driving license test as Cambodians do,
2. must exchange their national driving licenses for the Cambodian ones by submitting their applications to the Ministry of Public Works and Transport, and meet the following requirements:
 - a. hold a valid national passport and Cambodian visa,
 - b. hold a valid national driving license,
 - c. have a clear address certified by the commune or Sangkat chief,
 - d. hold a physical certificate,

- e. in case the driving license is not in English or French, it must be translated into Khmer, English or French certified by their embassies, consulates or mission agencies.

Validity of the foreigners' driving licenses obtained via an exchange of their previous national driving licenses must be granted for 1 (one) year. The validity of the foreigners' driving licenses obtained via a driving test must have the same duration as those of the Cambodians.

Foreigners holding their national driving licenses of Category C, D, and E may not exchange them for Category C, D, and E, but they may exchange them for Category A and B.

Article 46:

All driving schools must have their business license and curriculums, and must be under the management and supervision of the Ministry of Public Works and Transport.

All driving instructors at driving schools must hold the training certificates, issued by the Ministry of Public Works and Transport.

Requirements and procedures for issuance of driving operations, tests for driving instructors as well as driving curriculums must be defined by Prakas by the Minister of Public Works and Transport.

If required, the Ministry of Interior must have the rights to inspect all driving schools.

Article 47 (New):

All types of vehicles moving on the road must be attached with a vehicle identification certificate and a number plate.

All types of vehicles must be registered to get a vehicle identification certificate and installed with a number plate. For trailers or semi-trailers with a total weight of more than 750 (seven hundred and fifty) kilogram must be registered to get a vehicle identification certificate and installed with a number plate.

The Ministry of Public Works and Transport must provide the data list of all types of registered vehicles submitted to the Ministry of Interior on a monthly base.

The Ministry of Interior and The Ministry of National Defense must provide the information of the number of vehicles, motorcycles or tricycles or appliances, belonging to the State under their control for the Ministry of Public Works and Transport every 3 months, except the confidential information of national security.

The registration for vehicle identification certificate and number plate must be determined in the sub-decree.

Article 48 (New):

All the owners of vehicle sale stores are obliged to complete the application forms of vehicle registration to get a vehicle identification certificate and a number plate before transferring to buyers.

For sale-purchase process, gift provisions and all forms in the purpose of

vehicle ownership transfer, the application forms must be completed for ownership transfer. The application forms and procedures of vehicle ownership transfer must be determined in the interministerial Prakas of the Ministry of Public Works and Transport and the Ministry of Economic and Finance.

The owners of all types of vehicles are obliged to complete the application forms of deletion from the registry when the vehicles are out of use.

The application forms and procedures of vehicle registration, number plate provision and deletion from the registry must be set by the Minister of Public Works and Transport.

Article 49:

All motor vehicles, trailers, and semi-trailers moving on the road must be attached with a technical inspection certificate issued by the Ministry of Public Works and Transport or a company authorized by the Ministry of Public Works and Transport.

The validity of the certificate is defined as follows:

1. A new family vehicle must be requested for the technical inspection for the first time with a valid period of 4 (four) years. After that, the vehicle must be technically inspected in every two years.
2. An already-used family vehicle must be technically inspected in every 2 (two) years.
3. A new passengers- or goods-transport vehicle or a tools-equipped vehicle must be requested for technical inspection for the first time, with a valid period of 2 (two) years. After that, the vehicle must be technically inspected in every 1 (one) year.
4. An already-used passengers- or goods-transporting vehicle, or vehicle equipped with tools must be technically inspected in every one year.
5. A new trailer or semi-trailer must apply to be inspected for its first technical inspection certificate, which must be valid for 2 (two) years. After that, the vehicle must be technically inspected in every 1 (one) year.
6. An already-used trailer or semi-trailer must be technically inspected in every 1 (one) year.
7. A motor-tricycle and a motorcycle with a trailer must be technically inspected in every one year.
8. All vehicles with trailers, or semi-trailers having been locally modified must earlier be subject to technical inspection before requested for registration, vehicle identification certificate and number plate. After that, the vehicles must be technically inspected in every 1 (one) year.

The vehicle technical specifications and technical inspection must be

defined in Prakas of the Minister of Public Works and Transport.

Article 50: All vehicle technical inspection centers must possess their operation license granted by the Ministry of Public Works and Transport.

The requirements and procedures for issuance of the operation licensing of vehicle technical inspection must be defined in Prakas of the Minister of Public Works and Transport.

Article 51: The vehicle owners, required for compulsory insurance, must be obliged to pay insurance premiums in accordance with the law on insurance and related regulations when their vehicles are in motion on the road.

Article 52: All vehicle repair or modification garages must obtain their business license, issued by the Ministry of Public Works and Transport and the Ministry of Industry and Handicrafts, and if necessary, they must be inspected by the Ministry of Interior.

The management of repairing or modified vehicle garages must be determined in a sub-decree.

Article 53: Legal persons, providing domestic and international goods and passengers transport operations services must obtain their operations license, issued by the Ministry of Public Works and Transport.

The requirements and procedures to issue the road operations license to the legal persons, providing the services must be defined in Prakas of the Minister of Public Works and Transport.

Article 54: All motor vehicles with trailers for serving goods or passengers road transport services must obtain the license, issued by the Ministry of Public Works and Transport.

The requirements and procedures to issue the operations license to the vehicles, operating the domestic or international road transport services must be defined in Prakas by the Minister of Public Works and Transport.

Article 55: All motor vehicles or trailers providing road operations service must possess the following documents:

- a. a vehicle or semi vehicle identification certificate and a number plate,
- b. a valid driving license in line with the certain types of the vehicle,
- c. a vehicle technical inspection certificate,
- d. a vehicle or a trailer's transport operations license,
- e. an insurance certificate issued by the insurance company,
- f. other licenses issued by other relevant authority institutions.

Article 56: Loading passengers and goods must be undertaken as follows:

1. Loading goods on a vehicle should be properly organized to prevent:
 - possible harms to human, or damage to public or private properties due to dragging or dropping goods along the road,

- blocking driver's sight or lowering the vehicle's balance and driving,
 - making noise, dusts or other disturbance, which is avoidable, blocking traffic lights, vehicle indicator lights, light reflectors and number plate,
2. Additional protection materials, such as nylon ropes, chained cables, and tent sheets used for security or protection of goods, must be firmly covered and tied.
 3. In all cases of loaded long items, they must not be extended beyond the front edge of the vehicle and must not be longer than three meters beyond the back edge of the vehicle, or touch down on the ground.
 4. If the load is one meter beyond the back edge of the vehicle, red cloth must be tied to the back-end of the load at daytime, or a red light reflector must be tied to the back-end of the load at nighttime. The width of loading must not be longer than the width of the vehicle and the loading must not be higher than the roof of the vehicle, except for the vehicle with a maximum load of 20 (twenty) passengers so that it may also load goods as high as 0.5 (zero point five) meter from its roof and with strong support or barrier underneath, firmly attached to the roof.
 5. In case of loading dangerous goods, the loading must be properly placed or packaged in a safe manner, and put their names, and danger signs must be attached to such goods.
 6. Passengers transport vehicles must have seats, and strong and comfortable balusters or handles.

Loading passengers must be prohibited as follows:

- loading more passengers than the available seats as determined by the Ministry of Public Works and Transport.
 - loading passengers on the top of the cabin or on the roof of the vehicle,
 - passengers hanging themselves in the front, the back or at the side of the vehicle,
 - loading passengers on trailers or semi-trailers,
 - loading bad-smell or poisonous stuff in the passengers transport vehicle,
7. Loading techniques must be defined in Prakas of the Ministry of Public Works and Transport.

Article 57:

Loading goods on motor vehicles, trailers or semi-trailers must not exceed a total maximum authorized weight of the vehicle as indicated by their manufacturers, and not exceed the weight concentrated the vehicle axis and the total maximum authorized weight of the vehicle set out in the road law.

When crossing a bridge, all drivers of vehicles and vehicles with

trailers or semi-trailers must follow the maximum authorized weight as defined in the sign installed at the bridge.

The dimensions of vehicles and vehicles with trailers or semi-trailers must be defined as follows:

- a maximum authorized width must not exceed 2.50 (two point fifty) meters, except for tools-equipped vehicles but no longer than 3 (three) meters,
- a maximum authorized height should not exceed 4.20 (four point twenty) meters,
- a maximum authorized length of each vehicle must not exceed 12.20 (twelve point twenty) meters,
- a maximum authorized length of each vehicle with a semi-trailer must not exceed 16 (sixteen) meters,
- a maximum authorized length of each vehicle with a trailer must not exceed 18 (eighteen) meters,

The maximum dimension of vehicles and vehicles with trailers or semi-trailers, which are not stipulated above, must request for special approval from the Minister of Public Works and Transport.

The detailed technical specifications on vehicle dimensions and weights must be defined by Prakas of the Minister of Public Works and Transport.

Article 58: Payment of service fees for the issuance of driving license, vehicle identification certificate, number plate, technical inspection certificate, and transport operations license, fines for delays, and other service fees must be defined in a joint Prakas of the Minister of Economy and Finance and the Minister of Public Works and Transport.

CHAPTER VIII

MECHAISM FOR THE IMPLEMENTATION OF THE ROAD TRAFFIC LAW

Article 59: The National Road Safety Committee must have the roles to formulate a policy on road traffic safety, and to lead and monitor the implementation of the law and regulations related to the road traffic safety.

The National Road Safety Committee must be led by the Minister of Interior as Chairman and the Minister of Public Works and Transport as Vice Chairman, and consist of members from relevant ministries and agencies.

The National Road Safety Committee must have a Secretariat General, as an operational body led by the Ministry of Public Works and Transport, with some supportive sub-committees.

The establishment, organization and the functioning of the National Road Safety Committee must be determined by a sub-decree.

CHAPTER IX

COMPETENCE AND AUTHORITY OF THE ROAD TRAFFIC LAW ENFORCEMENT OFFICERS

Article 60: Road traffic law enforcement officers must include:

1. Officers from the Ministry of Public Works and Transport,
2. Police or royal gendarmerie units in charge of maintaining traffic order and safety with the following tasks:
 - controlling proper traffic order,
 - monitoring, patrolling, and controlling violations of traffic regulations directly or via technical traffic tools,
 - making reports on traffic order, traffic violations, and traffic accidents,

Meanwhile, police units in charge of maintaining traffic order and safety must have the following additional tasks:

- imposing fines against violations under provisional penalties,
- coordinating in case there are traffic accidents as stated in Article 64 of this law,
- monitoring and recording events during traffic accidents, and if necessary, temporarily confiscating driving license and keeping vehicles as stipulates in Articles 62, 66 and 67 of this law.
- preparing and submitting the reports together with evidence to Prosecution Office attached to the Court of First Instance if required by this law.

Article 61: When keeping vehicles for inspection, the road traffic police officers must make efforts to avoid causing traffic jams or accidents.

Article 62: Traffic police officers must be entitled to confiscate and suspend driving license for a period not exceeding 7 (seven) days, and to deduct the marks as stated in Article 43 of this law, in case of the following offenses:

1. driving in opposite traffic direction or driving in traffic direction where there is a prohibitory sign,
2. driving over speed limits from 40 (forty) kilometers per hour as stipulated in this law,
3. not respect give way,
4. not respect STOP sign, or red traffic light, or flashing red light,
5. driving vehicles with caterpillar tracks directly on the tarmac road.

The traffic police officers must not be allowed to confiscate any driving license and vehicle papers, which are not covered in this law.

Article 63: In case of traffic accident, based on individual cases, keeping the

vehicles and the drivers for inquiries and taking notes must be the authority of the traffic police officers performing duty at the accident scenes. In case of the drivers under the influence of alcohol or drugs, justice traffic police officers or hospitals must examine and issue a certificate, specifying alcohol or substance rate, to be attached with the report on the traffic accident for submission to Prosecution Office attached to the Court of First Instance.

Article 64: Road traffic offences subject to punishment through imprisonment and fines must be the authority of the court. In this case, the road traffic police, who have the authority to inspect road traffic offences must submit the traffic accident report to Prosecution Office attached to the Court of First Instance.

Article 65: Traffic offences subject to punishment through provisional penalties must be the authority of the road traffic police officers. The road traffic police officers may facilitate mutual solution among the parties involved in the accidents, resulting in payment of only property damages. If the mutual solution could not be made, the road traffic police officers must prepare a note, including traces, and if necessary to maintain the interest of involved parties, the traffic police officers may temporarily keep the vehicles for a period of no longer than 1 (one) week.

Article 66: Road traffic police officers must ban the vehicles or keep them for a temporary period of not longer than 3 (three) days for punishment and technical modification based on the traffic violations committed by the drivers, as follows:

1. The vehicles whose drivers are under the influence of alcohol in the proportion of it from 0.25 (zero point twenty five) to 0.39 (zero point thirty-nine) milligrams per liter of breath, or from 0.50 (zero point fifty) to 0.79 (zero point seventy-nine) gram per liter of blood, or under the influence of drug.
2. The vehicles whose drivers do not allow the traffic police officers on duty to take alcohol or drug test.
3. The vehicles with less sufficient technical specifications may lead to possible traffic accidents.
4. The vehicles emitting too much smoke or making loud noise in violation of technically allowed standards, or being equipped with illumination system against the required standards interfering other road users or people living along the roads.
5. The vehicles loading goods or passengers, which blocks or interrupt the drivers, or overloading.
6. The vehicles parked on the roads in town/densely populated areas for more than 24 (twenty-four) hours.
7. The vehicles moving with the expiry date of their technical inspection.

8. The vehicles moving over speed limits from 40 (forty) kilometers per hour.

Article 67: Traffic police officers must be entitled to tow away parking vehicles, which interferes or leads to possible harms to other vehicles, and to keep them at the road traffic police station in case the owners do not accept the fine or are not present.

Towing and keeping vehicles at the road traffic police station must also apply to vehicles involved in the traffic accidents, which could not be resolved at the scenes.

The concerned vehicle owners must be responsible for paying fees for towing and keeping the vehicle, in addition to the fines.

Fees for towing and keeping a vehicle must be defined in a joint Prakas of the Ministry of Interior and the Ministry of Economy and Finance.

Article 68: Traffic police officers in charge of traffic violation control must examine, investigate and record traffic offenses in accordance with the procedures for traffic violation examination, investigation, recordings, and reporting as defined in joint Prakas of the Ministry of Interior, the Ministry of Justice, and the Ministry of Public Works and Transport.

Article 69: Traffic police officers, authorized to impose fines against traffic violations, must issue fine receipts with proper counterfoils. The procedures for issuance of fine receipts and management of revenues from the fines must be defined in a joint Prakas of the Ministry of Interior, the Ministry of Economy and Finance, and the Ministry of Public Works and Transport.

Article 70: Any person, who is not satisfied with the decision made by the traffic law enforcement officers as stipulated in Article 60 of this law, must have the rights to submit their complaint to the head of the law enforcement officers' unit. The unit's head must make a decision on such complaint within 15 (fifteen) days from the date of complaint. Any person, who is not happy with the decision made by the unit head mentioned above, must have the rights to submit their complaint to the court in accordance with the applicable procedures.

CHAPTER X

PENALTIES

Article 71: Offenses subject to punishment through provisional penalties must be defined in a sub-decree.

Article 72: Drivers must be held liable before the criminal code for the driving-related offenses.

Vehicle manager or owners must be held liable before the civil code in

case their vehicles cause traffic accidents to others.

Article 73: Physical, integrity, or dignity abuse against the traffic law enforcement officers on duty must be punished in accordance with the applicable penal code.

Article 74: Any traffic police officer in their position or on duty, confiscating driving license, vehicle number plate or vehicle identification certificate, or keeping vehicles illegally, must be subject to imprisonment from 6 (six) days to 1 (one) month, and fined from 100,000 (one hundred thousand) to 800,000 (eight hundred thousand) Riels.

In case traffic police officers damage or lose any part of the kept vehicles the officers' unit must be responsible for compensation of the damages or losses.

Article 75 (New): Any person driving without driving license or during withdrawal, suspension or nullification of the driving license must be granted provisional penalty in line with the sub-decree.

The above-mentioned offence must be sentenced from 1 (one) to 6 (six) months and with a fine from 800,000 (eight hundred thousand) riels to 4,000,000 (four million) riels in case the offenders have been penalized once but continued committing offense during 6 (six) months from the first date of penalty.

Regulation in Paragraph 2 above is not applied to the drivers of motorcycles, motorcycles with trailers or tricycles.

Article 76: Any person, who does not stop their vehicles on the order from the road traffic police officers for alcohol or drug tests, must be subject to imprisonment from 6 (six) days to 1 (one) month and penalized from 100,000 (one hundred thousand) to 800,000 (eighty hundred thousand) Riels.

Any person, who refuses vehicle inspection or a test for alcohol or drug, must be punished in accordance with the first above paragraph.

Article 77 (New): Any person is driving under influence of alcohol with the proportion of it from 0.40 (zero point forty) milligram per liter of breath or from 0.80 (zero point eighty) gram per liter of blood should be granted provisional penalty as prescribed in the sub-decree.

The above-mentioned offence must be sentenced from 1 (one) to 6 (six) months and with a fine from 800,000 (eighty hundred thousand) riels to 4,000,000 (four millions) riels in case the offenders have been penalized once but continued committing offences during 6 (six) months after the first date of penalty.

Article 78: Any person, who is deliberately driving by using fake driving license, vehicle identification certificate, number plate, or other fake operations licenses, must be subject to the punishment stipulated in

Article 630 (use of forged public documents) of the criminal code.

Article 79: Any person, who falsify driving license, vehicle identification certificate or number plate, or other operations licenses, must be subject to the punishment stipulated in Article 629 (Forgery of public documents) of the criminal code.

Article 80: Any person, who hampers or uses any means as an obstacle to public traffic, must be subject to imprisonment from 1 (one) month to 1 (one) year and fined from 800,000 (eighty hundred thousand) to 8,000,000 (eight million) Riels.

Article 81: Any person, who does not follow traffic police signals by the officers authorized to safeguard delegates' or senior leaders' processions and cause damages to any vehicles of the processions, must be subject to imprisonment from 1 (one) to 6 (six) months, and fined from 800,000 (eighty hundred thousand) to 4,000,000 (four million) Riels.

Article 82 (New): Any person drives a vehicle without a vehicle identification certificate or number plate must be granted provisional penalty as prescribed in the sub-decree.

The above-mentioned offence must be sentenced from 6 (six) days to 1 (one) month and with a fine from 400,000 (forty hundred thousand) riels to 1,000,000 (one million) riels in case the offenders have been penalized once but continued committing offences during 6 (six) months after the first date of penalty.

Regulation in Paragraph 2 above is not applied to the drivers of motorcycles, motorcycles with trailers or tricycles.

Article 83: Any person, who drives without care and attention or does not comply with the regulations as required by the road traffic law, causing others injured, in which the victims are unable to work for 8 (eight) days counted from the date of the incident, must be subject to imprisonment from 6 (six) months to 2 (two) years, and fined from 2,000,000 (two million) to 10,000,000 (ten million) Riels. Moreover, he/she may be subject to one or more additional penalties as stipulated in Article 53 (Additional penalties) of the criminal code.

The above offenses must be subject to imprisonment from 1 (one) to 3 (three) years and fined from 4,000,000 (four million) to 15,000,000 (fifteen million) Riels, should they be committed in any of the following cases:

- a. driving without a driving license or with a driving license inappropriate to the certain type of the vehicle,
- b. driving the under of influence of alcohol with the proportion of it from 0.40 (zero point forty) milligram per liter of breath upwards, or 0.80 (zero point eighty) gram per liter of blood upwards,
- c. resulting in injuries to numerous people,
- d. escaping from the accident scene to avoid the responsibilities,

Additional penalties, which may be imposed against the offenses as stipulated in this Article, must include:

1. ban on doing the business, in which offense is committed due to business affairs or during the business operations should be permanent or for up to 5 (five) years;
2. ban on driving for any type of vehicles for up to 5 (five) years;
3. Suspension of driving license for up to 5 (five) years;
4. Publication of punishment decision for up to 2 (two) months;
5. Publication of punishment decision via media;
6. Publication of punishment decision through audio-visual communication for up to 8 (eight) days.

Article 84:

Any legal person may be held liable for criminal responsibilities stipulated in Article 42 (criminal responsibilities of legal persons) of the criminal code for the offenses stipulated in Article 83 of this law.

A legal person must be punished with a fine from 5,000,000 (five millions) to 20,000,000 (twenty millions) Riels and one or more of the following additional penalties:

1. dissolution and liquidation of legal entities as stipulated in Article 170 (Dissolution and liquidation of legal entities) of the criminal code,
2. placement under the judicial supervision as stipulated in Article 171 (Placement under judicial supervision) of the criminal code,
3. prohibition from carrying on one or more activities as stipulated in Article 172 (Prohibition from carrying on activities) of the criminal code,
4. closure of an establishment was used to commit the offences as stipulated in article 176 (Closure of an establishment) of the criminal code,
5. Prohibition from operating an establishment, open to the public or used by the public as stipulated in Article 177 (Prohibition from operating an establishment) of the criminal code,
6. Publication of punishment decisions as stipulated in Article 180 (Publication of decision) of the criminal code,
7. Broadcasting of punishment decision through written media or audio-visual communication as stipulated in Article 181 (Broadcasting of decision by audio-visual communication) of the criminal code.

Article 85:

Any person, who drives without care and attention or do not comply with regulations as required by the road traffic law, causing others dead, must be subject to imprisonment from 1 (one) to 3 (three) years,

and fined from 4,000,000 (four millions) to 15,000,000 (fifteen millions) Riels. Moreover, he/she may be subject to one or more additional penalties as stipulated in Article 53 (Additional penalties) of the criminal code.

The above offenses must be subject to imprisonment from 2 (two) to 5 (five) years, and fined from 10,000,000 (ten millions) to 25,000,000 (twenty five millions) should they be committed in any of the following cases:

- a. driving without a driving license or with a driving license inappropriate to the certain type of the vehicle,
- b. driving the under of influence of alcohol with the proportion of it from 0.40 (zero point forty) milligram per liter of breath upwards, or 0.80 (zero point eighty) gram per liter of blood upwards,
- c. resulting in death to numerous people,
- d. escaping from the accident scene to avoid the responsibilities,

Additional penalties, which may be imposed against the offenses as stipulated in this Article, must include:

1. ban on doing the business, in which offense is committed due to business affairs or during the business operations, should be permanent or for up to 5 (five) years;
2. ban on driving for any type of vehicles for up to 5 (five) years;
3. Suspension of driving license for up to 5 (five) years;
4. Publication of punishment decision for up to 2 (two) months;
5. Broadcasting of punishment decision via media;
6. Broadcasting of decision by audio-visual communication for up to 8 (eight) days.

Article 86

Any legal person may be held liable for criminal responsibilities stipulated in Article 42 (the criminal responsibilities of legal persons) of the penal code for the offenses stipulated in Article 85 of this law.

A legal person must be punished with a fine from 10,000,000 (ten millions) to 50,000,000 (fifty millions) and one or more of the following additional penalties:

1. dissolution and liquidation of legal entities as stipulated in Article 170 (Dissolution and liquidation of legal entities) of the criminal code,
2. placement under judicial supervision as stipulated in article 171 (the placement under judicial supervision) of the criminal code,
3. prohibition from carrying on one or more activities as stipulated in Article 172 (Prohibition from carrying on activities) of the criminal code,

4. closure of an establishment was used to commit the offences as stipulated in Article 176 (Closure of an establishment) of the criminal code,
5. prohibition from operating and establishment, which is opened to public or used by public as stipulated in Article 177 (Prohibition from operating an establishment) of the criminal code,
6. publication of punishment decision as stipulated in Article 180 (Publication of decision) of the criminal code,
7. Broadcasting of punishment decision by newspapers or audio-visual communications as stipulated in Article 181 (Broadcasting of decision by audio-visual communication) of the criminal code.

Article 87:

Payment of provisional penalties must lead to cancellation of legal action. In case the offenses are subject to provisional penalties and the offenders do not to pay the required fines by the deadline, the concerned road traffic police officers must submit a report together with the evidence to Prosecution Office attached to the Court of First Instance.

CHAPTER XI

INTER-PROVISIONS

Article 88:

All legal documents created to implement the Road Traffic Law, promulgated by Royal Decree No. NS/RKM/0207/007, dated 8 February 2007, must continue to be applicable until a further notice to amend or cancel them, except for any regulations contrary to this law,

Article 89:

The holders of driving licenses in line with the regulations of the Road Traffic Law, promulgated by Royal Decree No. NS/RKM/0207/007, dated 8 February 2007, may continue using until they are expired.

The holders of driving licenses incompliant to the regulations of the Road Traffic Law, promulgated by Royal Decree No. NS/RKM/0207/007, dated 8 February 2007, must complete all application forms for renewal of their driving license within 1 (one) year following the effect of this law across the country.

Article 90 (New):

The obligation to wear seatbelt for all passengers at the rear seat in the vehicle outside towns/densely populated areas and Regulation stated in Paragraph 2 in Article 7 as well as Section 11 and 12 of Article 8 New in this Law must be implemented in 5 (five) years after this law comes into force across the country.

Article 91:

The provisions stipulated in Articles 43 and 44 in Chapter XII of this law must be implemented in 5 (five) years following the effect of this law across the country.

CHAPTER XII

FINAL PROVISIONS

Article 92 The Road Traffic Law, which was promulgated by Royal Decree No. NS/RKM/0207/007, dated 8 February 2007, must be annulled and replaced by this law.

Done at Royal Palace, 6 January 2015

[signature and stamp]

NORODOM SIHAMONI

PRL.1501.039

Having submitted to the King for his signature

PRIME MINISTER

[signature]

Samdech Aka Moha Sena Padei Decho Hun Sen

Having informed

Samdech Aka Moha Sena Padei Decho Hun Sen

Minister of Public Works and Transport

[signature]

Tram Iv Toek

No.: 52 S.N

Copy for Distribution

Done at Phnom Penh, 14 January 2015

Secretary General of the Royal Government of Cambodia (initialed)

[signed and stamped]

Soy Sokha

Done at Royal Palace, 26 January 2017

[signature and stamp]

NORODOM SIHAMONI

PRL.1701.070

Having submitted to the King for his signature

PRIME MINISTER

[signature]

Samdech Aka Moha Sena Padei Decho Hun Sen

Having informed

Samdech Aka Moha Sena Padei Decho Hun Sen

Senior Minister Minister of Public Works and Transport

[signature]

Sun Chanthol

No.: 75 S.N

Copy for Distribution

Done at Phnom Penh, 31 January 2017

Secretary General of the Royal Government of Cambodia (initialed)

[signed and stamped]

Soy Sokha

LAW ON ROAD TRAFFIC

- Approved by the council of minister meeting on 15th August 2014
- Approved by the National Assembly on 05th December 2014
- Approved by the Senate on 30th December 2014
- Royal Krom promulgate on 09th January 2015

LAW ON AMENDMENT ON ARTICLE 8 , ARTICLE 40 , ARTICLE 41 , ARTICLE 47 , ARTICLE 48 , ARTICLE 75 , ARTICLE 77 , ARTICLE 82 AND ARTICLE 90 OF THE LAW ON ROAD TRAFFIC WHICH WAS PROMULGATE BY THE ROYAL KROM នស/កេម/០១១៥/០០១ DATED ON 9TH JANUARY 2015

- Approved by the council of minister meeting on 23rd September 2016
- Approved by the National Assembly on 26th December 2016
- Approved by the Senate on 04th January 2017
- Royal Krom promulgate on 26th January 2017