

General considerations

Introduction

The Road Traffic Ordinance Leeward Islands (Official Bulletin 1963, No. 5) has applied to road traffic in Saba since 1963. In the past half century, this traffic legislation was not modified, except for a few amendments. Considering the changes in the traffic situation and technical developments, after almost half a century a comprehensive revision of the road traffic ordinance is inevitable.

After the political renewal of October 10, 2010, little has happened regarding traffic law enforcement. The Saba community strongly expressed the desire to increase road safety and combat traffic nuisance. This Ordinance intends to set clearer standards and goes hand in hand with the recent development of a broad enforcement policy.

Legal context

The Road Traffic Ordinance Leeward Islands is almost identical to the old Road Traffic Ordinances of Aruba, Bonaire, and Curaçao that date back to 1957. Unfortunately, not much could be found concerning the realization of these ordinances. For some legislative history context, reference can be made to the Explanatory Memorandum of the new Road Traffic Ordinance Bonaire (Official Bulletin 2019, No. 4):

“In order for the Geneva Convention’s application to extend to us, in 1957 suddenly legislation had to be realized, particularly for driver’s licenses and registration certificates. The Explanatory Memorandum showed that temporary legislation was opted for, based on the Dutch Road Traffic Regulations, upon which the process could begin to realize a final road traffic ordinance. An official committee formed proposed in 1958 to engage an expert in this area who would draw up a draft road traffic ordinance adjusted to the local situation. Following the Netherlands, a national ordinance was opted for as framework act, which draft would be commented on and amended by a national committee. However, this draft was not debated in parliament because of the political developments. These political developments were the reason to leave the duties and powers regarding road traffic to the island administrations, instead of a national law. The traffic regulations also remained a matter of the public entities during the political changes in 2010.”

How the Road Traffic Ordinance Leeward Islands was realized exactly, following from aforementioned history, is not entirely clear. A fact is the common background of these ordinances, and thus also the origin of the power of the Public Entity of Saba to adopt traffic regulations.

Outline of the legislative bill

Bonaire, Statia, and Saba have the same Public Prosecution Service and Dutch Caribbean Police Force, and exchange staff among the islands. In order to contribute to clarity and practicability as much as possible, Saba has followed Bonaire, which modernized road traffic legislation as the first of the BES Islands in 2019. Just like half a century before, the realization of the Road Traffic Ordinance Bonaire followed Dutch traffic legislation. The main reason is that despite the individual character of the traffic situation in Bonaire, there are major similarities with the traffic situation in the European Netherlands. The precise details of the new traffic ordinance have been modeled based on local custom and situation. Because of the small scale of Saba's road network, it cannot be said as much that the traffic situation shows major similarities with that of the European Netherlands. Yet, because of aforementioned reasons of uniformity and focus on the future, we have opted to follow the Road Traffic Ordinance Bonaire, while also making adjustments to the local circumstances in the Saba traffic ordinance.

The old ordinance has largely been followed to organize the new ordinance, so that old routines can be fallen back on. The new ordinance contains new rules for situations that did not yet occur half a century ago, such as drivers holding mobile communication devices, which is now banned. Other provisions have also been added to promote safety, such as the use of helmets and child seats. Because of the similarity to the organization of the old ordinance, beside some general considerations the explanation per Article has been limited to clarification of the provisions that have been modified fundamentally or require an explanation for practical reasons.

An important change in the new Road Traffic Ordinance compared to the old regulation is that we have no longer attempted to prescribe a rule for every imaginable situation. Article 3 reflects in general how the road user should act. He is not permitted to hinder traffic when he does not have to. He cannot act either in such a manner that safety on the road is jeopardized or that it can be reasonably assumed that safety on the road can be jeopardized. We have made an effort to draw up clear traffic rules that can be memorized, are considered reasonable, and are taken seriously. Combined with suitable enforcement, this ordinance intends to lead to the desired traffic situation.

Bonaire attempted to follow practice in traffic. This led for instance to rules on getting in lane, zebra crossings, and roundabouts. These rules have been copied in Saba, but because of the local traffic situation they have little or no similarities to local practice. Yet, with aforementioned view on practicable enforcement and possible traffic developments in the future, this is not entirely empty ballast. It has consequently been considered advisable that for obtaining a driver's license applicable in all of the Netherlands, the theoretical examination can be adjusted in such a manner that the examination can also cover traffic situations occurring outside Saba.

In several areas the Island Council has found the local traffic situation so different that it has deviated from the provisions of Bonaire. It concerns some design requirements of motor vehicles, the height of the maximum permitted blood alcohol level, and deviating speed limits. These reasons to deviate on these subjects are the specific local traffic situation, the number of traffic fatalities in Saba, which is considered low, and island culture.



Implementation and enforcement

The Road Traffic Ordinance Saba will be enforced based on an enforcement policy. The focus is to increase safety and to combat nuisance. Where suitable, enforcement of traffic rules has been chosen to be implemented gradually.

Articles deviating from the Road Traffic Ordinance Bonaire

The following table contains Articles relevant to the enforcement agency, which deviate from the substance of the Articles of the Road Traffic Ordinance Bonaire, followed by an indicative description of the content of the Articles in both ordinances at the time of the drafting.

	Road Traffic Ordinance Saba	Road Traffic Ordinance Bonaire
Art. 24 par 2 subpar. f	Exception on art. 24 par. 1, transportation of persons in the load area of a vehicle is allowed	
Art. 28, par. 2, subpar. a and b	No more than 352 micrograms of alcohol per liter of exhaled air, or 0.8 milligrams of alcohol per milliliter of blood	No more than 220 micrograms of alcohol per liter of exhaled air, or 0.5 milligrams of alcohol per milliliter of blood
Art. 57, subpar. a	Speed limit for motor vehicles within built-up area 30 km/h	Speed limit for motor vehicles within built-up area 40 km/h
Art. 58	Speed limits outside built-up area: a. for motor vehicles 60 km/h b. for mopeds 40 km/h c. for disabled vehicles using the roadway 40 km/h	Speed limits outside built-up area: a. for motor vehicles 60 km/h b. for mopeds 55 km/h c. for disabled vehicles using the roadway 30 km/h
Art. 61, par. 2, subpar. a and h	No parking within 5 meters	No parking within 8 meters
Art. 77 par. 1,3 and 4	Will not go in effect during the first year	
Art. 77 par. 5 subpar. c	Who are transported in the load area	Who are transported in load area by virtue of a license
Art. 83, 84, 85, 87, 90	They shall have an original, or at least similarly noise-reducing, proper muffler, discharging the waste gas while reducing the noise	They shall have a proper muffler, discharging the waste gas while reducing the noise
Art. 85, 86, 87	Tinted windshields and side windows in the front of the vehicle shall let at least 35% of the light through. Along the top of the windshield, a tinted strip of 17,78 cm/ 7 inches is permitted.	Windshields and side windows tinted by the manufacturer shall meet the translucence standard of 70%.
Art. 94, par. 1 and 2	Applicable to vehicles older than 5 years.	Applicable to all vehicles.

Art. 101 par. 1 subpar. f	Driving license B with code 78 for vehicles with automatic transmission	
Art. 112 par 3,4 and 5	Driving license issued in Bonaire or Statia is valid on Saba until expiration date	Driving license issued elsewhere in the Kingdom should be exchanged to local license within 3 months after registration with census office.

Advice and consultation

The Road Traffic Ordinance Saba has largely been based on the Road Traffic Ordinance Bonaire, which was created with the efforts of the Public Entity of Bonaire, several traffic experts, the Public Prosecution Service, and the Dutch Caribbean Police Force. Input was obtained from the Bonaire Bureau for Driver's Licenses and the traffic division of the Department of R&O and Dutch bodies such as the Ministry of Security and Justice and Infrastructure and the Environment.

The preliminary work and editing in Saba have mainly been effected by the Safety & Legal Division. Since 2020, the Lieutenant Governor has held town hall meetings, the youth council has been consulted, and the Island Council has debated. The local hospital and the Dutch Caribbean Police Force (KPCN) have given their input on the risk of not wearing seatbelts and transporting people in the load area. The option for phased enforcement has been discussed in this connection, leaving room for adjustment in the interim. The wishes produced by the consultations and debate have been processed in this ordinance.

Transition and taking effect

1. It has been chosen to include a period of one month between the promulgation of the ordinance and the taking effect hereof in the ordinance. This period will be used to inform the public and implement the ordinance and the enforcement policy.
2. There are currently no mandatory inspections for motor vehicles for private use. The Articles in chapter V, paragraph 1, Certificate of Approval, will take effect on a date to be determined later by island decree. Reference is made to the Island Ordinance Bus Services Saba; this Ordinance does not exist yet. When Article 94, paragraph 1, takes effect, the future Island Ordinance Bus Services Saba also has to take effect.
3. It is not clear now what international distinguishing mark will be used for a motor vehicle for Saba or the other islands of the Dutch Caribbean. Article 99 has been reserved for when there is a definitive decision on this.
4. Chapter IX contains several transitional provisions. They concern the phase-out policy for road signs until they have been replaced. Roadworthiness certificates and driver's licenses, dispensations and licenses issued or granted based on the old ordinance will remain valid until they have expired.

Explanation per Article

CHAPTER I

Article 1

Article 1 contains the definitions applicable to this Ordinance (in the Dutch version in alphabetical order). It has been attempted, beside the terms already featured in the existing ordinance, to also include definitions of the terms that have already given rise to misunderstandings in the past, or the definition of which contributes to shorter, more concise, and consequently clearer formulation of the rules. In addition, some new definitions have been included.

a. Trailer:

This definition has been simplified considerably. All vehicles propelled or meant to be propelled by another vehicle belong to these. Semi-trailers, to be considered as trailers, have been defined individually.

c. Bus:

All motor vehicles described, whether or not used for public transportation, belong to this category.

d. Built-up area:

Based on Article 7, the Lieutenant Governor or a body designated by him will decide on installation of the traffic signs of Chapter H to define the built-up area.

f. Driver:

This definition makes an exception for pedestrians. They are road users, but not drivers.

j. Moped:

The bicycle with auxiliary engine used to be considered a “moped”. Consequently, the moped had to have the characteristics also applicable to bicycles, such as pedals. This is no longer the case.

k. Day:

In order to formulate the provisions for the use of lights as briefly and clearly as possible, the terms day and night are simply used. In this connection, it is necessary to define the terms day and night.

n. Bicycle:

In order to be able to qualify vehicles on more than two or three wheels as bicycles, the requirement for the number of wheels has been cancelled. It has also been chosen to expand the bicycle definition. Bicycles with pedal assistance with a speed limit of 30 km per hour are now also considered bicycles. These are for instance e-bikes and motorized bicycles, for instance. The fact that these bicycles can use the cycle track has been taken into account in determining the speed limit of bicycles with pedal assistance.

o. Cycle track or cycle lane:

In order to keep provisions for the place on the road as clear and brief as possible, a description of the term cycle track or cycle lane has been chosen that indicates from a legal and an infrastructure perspective that a designated separate road section exists that only cyclists are permitted to use.

t. Shark teeth:

The term shark teeth has been used because the road marking concerned is usually called like this in everyday language.

u. Taking over:

Considering the fact that in the past there was a misunderstanding concerning the term taking over, it has been chosen to include a definition hereof.

v. Driveway:

Although the terms driveway and exit were used in several provisions in the old ordinance, it did not include a definition hereof.

y. License number:

The tax license plate is called like this in practice.

aa. Crossing:

Crossings and Y-junctions of roads are often called crossings in everyday language.

qq. Sidewalk:

A footpath can be a sidewalk, but it does not always have to be. A sidewalk has been raised and follows the road.

ss. Exit:

See explanation of subparagraph v.

zz. Vehicles:

In the ordinance the word vehicle is used in several meanings. The context of the relevant Article will show what meaning to give it.

aaa. Pedestrian crossing or zebra crossing:

See explanation of Article 45.

bbb. Footpath:

As a separate road section has been defined for cyclists, pedestrians are also given their place. That a footpath does not always have to be raised, despite tradition in road construction, appears from the wording of this definition.

ccc. Giving right of way:

In the new ordinance an explicit description of the term giving right of way has been chosen. Instead of “giving free passage”, it now states letting drivers continue their way unhindered.

ggg. Road users:

As the definition indicates, everyone who enters traffic falls under this term. This is important particularly for the right-of-way rules.

iii. Motor vehicle with automatic transmission.

For the issuance of driver’s licenses in this category, the definition used in the Reglement Rijbewijzen is copied.

Article 2

Drivers of a disabled vehicle have been given some facilities, such as permission to use a footpath or sidewalk. The first paragraph of Article 2 serves to also apply to them the rights or obligations of pedestrians, if they use the footpath or sidewalk or cross from one to the other footpath or sidewalk. For instance, the driver of a disabled vehicle will be protected when he crosses a pedestrian crossing. In other cases, drivers follow the cyclist rules, unless the ordinance determines differently.

The second paragraph of Article 2 intends to eliminate the lack of clarity about the question whether persons moving with for instance roller skates, skateboards, and such objects that are not meant for normal movement and consequently do not qualify as vehicles are to be considered drivers. Persons who are walking on foot holding a vehicle such as a bicycle, moped, or motorcycle are qualified as pedestrians.

Article 3

Although the draft of this ordinance has attempted to reduce the number of rules and particularly to simplify them, safety and flow have remained decisive.

The text of Article 3 is largely identical to Article 5 of the old ordinance. The scope has been expanded somewhat, however. Consequently, this provision now also covers acts by which road traffic can be hindered. The old Article 5 only prohibited the actual, unnecessary hindrance of the freedom of traffic. Article 3 now also prohibits acts outside the road that lead or may lead to a danger on the road.

CHAPTER II. INSTRUCTIONS, ORDERS, AND TRAFFIC SIGNS

Paragraph 1. General provisions (Articles 4 through 7)

Article 4

The provision in the first paragraph of this Article has been included in chapter II, as it is advisable to include all provisions related to traffic signs in the same chapter.

Article 5

No distinction is made between instructions given to individual road users and instructions given to all traffic. Traffic controllers only have to give instructions as mentioned in annex 2 belonging to the ordinance. This approach increases clarity for the road user what instructions he may face and prevents problems with evidence if deviating gestures or signs are used.

Article 6

The provision in the first paragraph of Article 6 is new. If an instruction corresponding with a traffic sign on site or a traffic rule is ignored, the suspect has to be blamed for ignoring this instruction and not for ignoring the traffic sign or traffic rule.

The provision in the second paragraph prevents problems concerning right of way if a driver coming from the right ignores the red light. If there are functioning traffic lights, the right-of-way rule on site does not apply.

Article 6, third paragraph, determines that traffic signs have priority over traffic rules, as far as these rules are incompatible with these signs. One may think of speed limits deviating from the basic rules on speed limits in and outside the built-up area.

Paragraph 2. Road signs (Articles 8 and 9)

Article 8

The first paragraph of Article 8 expresses the principle that road signs apply over the entire width of the road or roadway. The second paragraph is an exception to this. If a roadway is divided into lanes, the application can be limited to one or more lanes by the use of additional signs.

The third paragraph also contains an exception to the first paragraph. Signs that concern vehicles parking or standing still on the roadway only apply on the side of the road at which they have been placed. Of course, parking vehicles is permitted in the road sections meant for this purpose.

Article 9

Additional signs can be placed below road signs. Streamlining additional signs requires that as much as possible symbols are used on the additional signs.

In order to record the meaning of the symbols, the second paragraph of Article 9 has been included. In some cases, signs only apply to certain categories of road users, or signs actually do not apply to certain categories. In order to harmonize how this is communicated to the road users and in order to limit the number of

specifications on additional signs, the third paragraph has been included. The presence of a symbol without further specifications means that the sign only applies to the relevant category.

Paragraph 3. Traffic lights (Articles 10 through 15)

The regulation of traffic lights has been included more extensively in the new ordinance. Important is to mention that they have an independent position as a road sign, and do not fall under the instructions to be given by or on behalf of the Lieutenant Governor anymore.

Article 10

New is that the second paragraph of Article 10 explicitly determines that arrows can be installed in both the three-colored traffic light and in the additional one-colored traffic light.

Article 11

The two-colored traffic lights can be used at bridges to thus give a transitional signal and can also be used at infrequently used pedestrian lights, installed in isolation.

Article 12

The bus lights, although not yet existing in practice, have also been included. The wording has been kept simple. Just like road signs, traffic lights can relate to part of the roadway.

Article 13

The pedestrian lights can be equipped with a sound signal for the benefit of the blind and visually impaired.

Paragraph 4. Signs on the road surface (Articles 16 through 20)

Article 16

This accurately describes the meaning of the continuous line. It also makes a difference whether the continuous line is used on roadways with traffic in one direction or on roadways with traffic in both directions. In the latter case, road users on the wrong side of the line have to return as quickly as possible to the correct lane.

Article 17

Gores are sections of the roadway with diagonal white stripes. Particularly in situations in which the number of lanes is reduced, this gore forms an excellent method to get drivers on the ending lane to the available lane in time.

Article 18

The new text achieves that the driver who changes lanes can be held accountable for it, even if no continued line has been applied on site. This promotes a quiet traffic situation. On crossings with right-turn or left-turn lanes, drivers have to take the direction indicated by the lane they are in.

Article 19

This text is a simplified version of the various Articles of the old ordinance, regulating stopping before stop lines. Article 19 expresses this by mentioning a stop line “meant for them”.

Article 20

Priority triangles on the road surface have been called shark teeth for many years, but not in the old ordinance. Shark teeth were presumed to be used in combination with priority signs. They can also be used without simultaneous use of priority signs.

Paragraph 1. Road safety (Articles 21 through 26A)

Article 21 through 26

These Articles already featured in the old ordinance, with exception of the added article 24 par. 2 subpar f. When discussing this ordinance the Island Council stated their explicit wish to allow persons to be transported in the load area of vehicles, as also art. 77 par 5 subpar c is adjusted.

Article 26A

This Article has been included to promote safety. Calling and other use of mobile communication devices while driving motorized vehicles highly affects driving behavior, for operating such devices distracts the driver.

In order to simplify enforcement, we have chosen to prohibit the holding of mobile devices while driving. Consequently, one does not actually have to communicate with the device. The ban will not apply to hands-free use of devices.

Paragraph 2. Competence of the driver (Articles 27 through 29)

Article 27

Beside the use of the substances referred to in Article 28, there are many other conceivable circumstances that can very adversely affect the ability to drive. That is why Article 27 has been written. It is consequently not necessary to immediately fall back on Article 3. However, the inability has to be evident, and not only consist of the presumption of the reporting officer. The words “or any other cause” emphasize that the causes listed in Article 27 are not exhaustive.

Articles 28 and 29

The accident figures show that use of alcohol and other mind-expanding drugs have become a major accident factor. Due to the time-consuming and laborious investigation method prompted by the old text, the investigation has lagged far behind the excessive alcohol use in traffic.

However, investigative powers and mandatory cooperation of a suspect in investigations are not powers of the public entity. They have to be regulated by formal law. After including Article 5a in the BES Act on liability of drivers, right to drive and ability to drive it became possible to demand from suspects to cooperate in a breathalyzer test or providing blood (see Article 29).

The first paragraph of Article 5a of the BES Act on liability of drivers, right to drive and ability to drive also determines that provisions on the use of alcohol or other substances that may reduce the ability to drive are laid down by island ordinance. These provisions have been included in Article 28 of the ordinance. The wording of Article 8 of the Dutch Road Traffic Act 1994 has been followed for the wording of the new “alcohol Article”, for the Netherlands have already gained experience with the permillages and percentages and the investigation methods used for a long time.

Paragraph 3. Rules of conduct (Articles 30 through 34)

Article 30

This Article states in simple wording that one can only drive onto a crossing and Y-junction if it can be cleared or if there is an option for the driver to take position between the flows of traffic.

Article 31

This provision was already featured in the old ordinance. The second paragraph regulates that the driver is not prosecuted if he voluntarily reports the accident within 3 hours, before his arrest. Earlier, he had 24 hours to report it. The period has been shortened, considering the small scale of the island, and to prevent people from deliberately choosing to report the accident as late as possible in connection with alcohol use.

Article 32

The power to impose a driving ban in case of driving under the influence has been provided for in Article 5a, second paragraph, BES Act on liability of drivers, right to drive and ability to drive. Considering the penalization, the ban on driving a motor vehicle after having been imposed a driving ban is provided for in the Road Traffic Ordinance.

Article 33

Previously, joyriding was only possible in case of motor vehicles. This has now been expanded to all vehicles.

Paragraph 4. Place on the road (Articles 35 through 41)

In general

The provisions concerning the place on the road contained in chapter III, paragraph 4, have been simplified considerably compared to the matters to be replaced. The number of provisions on this point has also been reduced. It is indicated per category of road user what road section is meant for him. The word "use" has been chosen to express that it concerns all road use; for instance also standing still and parking. Several rules have not been copied in this ordinance. For instance, the rules for passing traffic islands and for the choice of lane for roads with more than one roadway are cancelled.

Article 35

Article 35 contains the basic rule for the place on the road for drivers. They keep to the right as much as possible on the road section meant for them. The concrete situation determines what "as much as possible" is to mean. If a roadway has been divided into lanes, pursuant to Article 35 one has to follow the lane most to the right, in principle. If the road has been divided into two or more lanes, one will choose the lane that, considering one's direction, is meant or has been designated for it.

Article 37

The first paragraph of Article 37 contains the main rule that the pedestrian uses the sidewalk or footpath, whereas the second paragraph designates the cycle track as the place on the road for the pedestrian if there is no sidewalk or footpath. The third paragraph determines that if there is no sidewalk, footpath or cycle track, the pedestrian uses the shoulder or edge of the roadway. This pedestrian regulation has been simplified compared to the old regulation.

Article 39

A regulation for disabled vehicles is new. Article 39 gives drivers of disabled vehicles complete freedom to choose the place on the road. The drivers of disabled vehicles have to adjust to the traffic they enter into. For instance, on the sidewalk or footpath they will drive slowly.

Article 41

This Article is the final provision concerning the place on the road. After indicating what road sections – as far as available – are used by certain designated categories of drivers, the roadway for the drivers that have not been mentioned is designated. The largest category is of course drivers of motor vehicles. However, escorts of mounts and draught animals or of livestock, and drivers of carts hitched up or not hitched up also use the roadway pursuant to this provision.

Paragraph 5. Taking over (Articles 42 and 43)

In general

The old regulation contained provisions indicating how the driver had to act. These provisions have not been included in this paragraph. The relevant instruction standards have to be discussed in driving lessons, information, and education. Therefore, the provision describing how drivers have to act when encountering a vehicle and the descriptions for taking over and how the driver who is being overtaken has to act has been cancelled. That one has to take over without danger or hindrance to other road users appears from Article 3. Giving a signal with the blinker or arm while taking over has now been provided for in Article 54 (only for drivers of motor vehicles).

The provisions for taking over near blind bends or slopes have not been included. One has to work with continuous lines or no passing signs.

Article 42

The first paragraph of this Article contains the main rule: take over on the left.

The second paragraph permits cyclists to take over other drivers than those of bicycles and mopeds on the right. This provision corresponds with practice where cyclists usually take over – slow-moving – other traffic on the right.

The third paragraph contains the logical exception to the rule.

The fourth paragraph provides for the position of the driver joining or exiting traffic. In the past it was unclear whether the joining or exiting driver was permitted to take over drivers on the continuous roadway on the right.

Article 43

When they approach a pedestrian crossing, drivers have to pay attention to the possible presence of pedestrians who are crossing there or are about to do so. It would be too distracting if taking over there would be permitted.

Paragraph 6. Giving right of way and right-of-way rules (Articles 44 through 48)

Article 44

The changes to the right-of-way rules are mainly technical. Among them is the possibility, introduced by this ordinance, to make a right-of-way rule deviating from aforementioned main rule by applying shark teeth on the road surface.

In the past, this was only possible by means of signs, while the shark teeth only served to support this. This change has already been discussed in the explanation of Article 20, providing for the shark teeth.

In order to formulate Article 44 as clear as possible, the two key terms in the right-of-way regulation, the term crossing and the term right of way, have been defined in Article 1. The term crossing includes the crossings as well as the Y-junctions of roads, and thus does not deviate from the regulation to be replaced.

The term giving right of way includes more than merely clearing sufficient space to let the driver who has right of way through. It concerns the entire behavior to be expected from a good driver who gives another driver right of

way. He does not only have to keep the actual space required for it clear, but he also has to approach the crossing in such a manner that the person who has right of way also can rely on being given right of way.

The second paragraph of Article 44 contains the exceptions to the main rule “traffic from the right has right of way”. These exceptions already applied, but have been formulated simpler.

Article 45

The first paragraph of Article 45 is new. The term “unhindered passage” – often used in this connection – intentionally has not been used but replaced with “go first”. Unhindered passage, similar to the meaning of right of way, is reserved for drivers approaching each other on a crossing. The term “go first” is preferable for other cases in which priority of one over the other has to be laid down. The “zebra protection” does not apply if pedestrian lights are present on site. In that case the pedestrians have to be guided by these lights. This has been formulated in the third paragraph.

Article 46

The old ordinance indicates in several places that certain obligations do not apply to certain categories of vehicles if they use the signals prescribed. The old regulation was certainly not consistent in this respect. The fourth paragraph of Article 46 simply determines that drivers of priority vehicles may deviate from the rules of this ordinance as far as required for the performance of their duties.

Article 48

Contains an unambiguous right-of-way provision applicable to roundabouts.

Paragraph 7. Columns (Articles 49 and 50)

Article 49

From a road safety perspective it is advisable to regulate the privileges of (military) columns, in order to be able to preserve the column during movements. The provision in the second paragraph that (military) columns cannot be cut through fundamentally contributes to this. The above also applies to a procession or funeral procession.

Article 50

The requirements a column has to meet are already applied in practice.

Paragraph 8. Turning and special maneuvers (Articles 51 through 56)

Article 51

Getting in lane is mandatory pursuant to the second paragraph.

Article 52

The provision in Article 52, first paragraph, does not deviate from the regulation that applied already, but the term “giving right of way” has been chosen here instead of hindering.

The second paragraph is new. In the case described in it drivers who turn left at a crossing appear to give right of way to drivers who turn right at that crossing.

Article 53

The provision in the first paragraph is new. It is necessary in connection with the cancellation of Article 27 of the old regulation. It is necessary to determine explicitly that drivers who perform certain special maneuvers – as described in this paragraph – have to give way to drivers who participate in traffic normally. After all, without this provision it would not be self-evident that the driver who for instance drives off from standing still is subordinate compared to the other traffic on site.

Article 55

This Article determines that the drivers of a bus should be given the opportunity to leave a bus stop within the built-up area.

Article 56

Although the behavior described in the second paragraph also falls under the general provision in Article 3, it has been decided to include the provision with regard to enforcement hereof.

Paragraph 9. Speed (Articles 57 through 59)

In general

The provisions on speed have been considerably reduced and simplified compared to the regulation to be replaced. First of all, some provisions could be cancelled here because the provisions in them can be left to the road user's own responsibility. It mainly concerns descriptions how a driver has to regulate his speed and what factors to take into account. Of course, it remains essential that the drivers regulate their speed in such a manner that no danger or hindrance is caused to other road users. This has to be a fundamental principle in traffic education, driving lessons, information, etc.

Furthermore, the cases in which a speed limit deviating from the main rule by means of traffic signs applies are not mentioned anymore. The methodology of Article 6, in which traffic signs have priority over traffic rules, entails that a deviating speed limit indicated by signs does not have to be included in the rules of this paragraph.

Article 57

This Article contains the main rule for the speed limit within the built-up area: for motor vehicles and mopeds 30 km per hour. The speed limit of 40 km per hour for motor vehicles applicable in Bonaire has been deviated from because of the narrow roads in the built-up area in Saba.

By the placement of road signs the speed limit can be lowered further than 30 km per hour. A location with a usual high amount of pedestrian is the most likely reason to do so.

Articles 58 and 59

Article 58 contains the main rule for speed limits outside the built-up area: for motor vehicles 60 km per hour and for mopeds and disabled vehicles 40 km per hour. Again, as pursuant to Article 6 traffic signs have priority over traffic rules, the road authority can vary the speed limit to be driven on site with signs, depending on the situation on site. Article 58 also deviates from the speed limits in Bonaire, because of the narrow, winding roads in Saba.

As the text of Article 59 shows, a much simpler and consequently more accessible provision has been drawn up for drivers of tractors and self-propelling machines. They are not permitted to drive faster than 25 km per hour within the built-up area and 40 km per hour outside the built-up area.

Paragraph 10. Standing still and parking of vehicles (Articles 60 through 63)

In general

Some provisions both for standing still and for parking could be cancelled. Article 60 contains a stopping prohibition for the cases in which it is absolutely necessary from a road safety or flow perspective.

The prohibition to stop on sidewalks, footpaths, and cycle tracks has not been included in Article 60, for this prohibition already ensues from the provisions concerning the place on the road. Furthermore, several generally applicable prohibitions to stand still have been cancelled for places for which it cannot always be said that they need such a prohibition. Where there is a need, the prohibition can be indicated by traffic signs, a sign or a continuous yellow line.

Except the cases in which it is prohibited to stop and where parking is consequently also prohibited, this paragraph contains some provisions in which parking is prohibited or conditions are attached to parking. What parking means appears from the definition contained in chapter I.

Parking is permitted, unless it is explicitly prohibited or this prohibition ensues from the methodology of this ordinance, and as far as this parking is not in conflict with the general provision in Article 3.

Article 60

The prohibition in the second paragraph, subparagraph b, relates to pedestrian crossings as well as crossings for cyclists. The prohibition intending to give crossing pedestrians and cyclists sufficient view applies to drivers of all vehicles. The prohibition to stop along continuous yellow lines is new in this ordinance.

Article 61

The second paragraph, subparagraph a, is new to this extent that standing still within five meters from a crossing, briefly stated, was already prohibited in the repealed regulation. The ordinance now determines that parking is prohibited there. Briefly standing still in these places will generally not have a very adverse effect on road safety and flow. However, parking will. Subparagraphs d, e, and f are new. Subparagraph g is also new. It creates the possibility to indicate no parking clearer. Particularly where no parking applies over a longer distance, a yellow line is easier to recognize for the road user than a sign at the beginning of the road.

The third and fourth paragraph are also new. It is advisable to be able to act against double parking based on a provision focused on it, and that a parking zone can be created considering the current parking problems.

Deviating from the Bonaire regulation is that for second paragraph, subparagraphs a and h, a parking prohibition for five meters instead of eight meters applies.

Article 62

This Article relates to parking spaces meant for disabled people, for drivers of disabled vehicles as well as for motor vehicles driven by or for the benefit of a disabled person. This parking space is indicated with a road sign. A sign is now available for both types of disabled parking spaces. If it concerns a special disabled parking space, it will be expressed on an additional sign.

Article 63

This Article has been included to regulate placement of bicycles. The word “parking” has been avoided here, and instead “placing” is used, as the use of the term parking is limited to parking vehicles on the roadway.

In order to prevent hindrance of pedestrians using sidewalks and footpaths due to placement of bicycles, a space of at least 1.20 meter has to be kept clear.

In some places it is advisable for the road authority to permit that bicycles are placed on the roadway, for instance in bicycle racks in a parking space. Article 63 takes this into account by adding “any other places designated by the competent authority”.

Paragraph 11. Signals (Articles 64 through 66)

In general

Pursuant to this ordinance, drivers can give signals inter alia to avert imminent danger. These can be sound and flash signals. This regulation in this ordinance is almost identical to the old regulation.

Article 64

In the fourth paragraph, determining that it is prohibited to cause unnecessary noise, one should think particularly of gunning the engine each time while standing still, so-called “revving”. The noise this causes is a nuisance to other road users and local residents.

Article 65

The first paragraph of this Article gives a list of drivers who have the right to use special signals, consisting of rotating or flashing lights and two-tone or three-tone horns. These are motor vehicles at the disposal of the police and fire department and ambulances, as well as motor vehicles of other emergency services, as far as designated by the Lieutenant Governor. This paragraph is the basis for this designation. The third paragraph subsequently gives the Lieutenant Governor the power to set further rules for these signals, their use, and the color of the light.

Drivers of aforementioned motor vehicles may only use these special signals to indicate they perform an urgent duty. As soon as they use them, they belong to the category of priority vehicles defined individually and they have the privileges attached to it.

The second and third paragraph determine that during certain work that may constitute a danger to other road users, drivers of vehicles used for this work have to use rotating or flashing lights. One may think of motor

vehicles performing road works, motor vehicles performing towing or hoisting work on the road, but also motor vehicles of emergency services at the scene of an accident, for instance.

Paragraph 12. The use of lights and warning triangle (Articles 67 through 71)

In general

This paragraph provides for the use of lights and the warning triangle. The provisions have been kept simple.

Article 68

Detached stationary trailers and semi-trailers should have reflectors in the places referred to in the second paragraph of Article 68 during the circumstances mentioned in it.

Article 69

The obligation to turn on parking lights on the roadway only applies if the roadway is outside the built-up area. For roadways within the built-up area this obligation consequently does not exist. The reason for it is that as a rule there are sufficient street lights within the built-up area to notice vehicles in the dark. Furthermore, traffic drives more slowly within the built-up area than outside it, so that also in bad weather during the day stationary vehicles will be noticed sooner.

Article 71

Under all circumstances that the average driver will find dangerous, the use of the warning triangle is mandatory. The third paragraph determines that instead of the warning triangle flashing warning lights can be used. These lights suffice to alert approaching drivers to the vehicle standing still on the road.

Paragraph 14. Livestock (Articles 74 and 75)

Article 74

The second paragraph broadens the prohibition referred to in the first paragraph. It intends to increase the options for the grazing of herds. In the cases in which it is responsible from a safety perspective, the competent authority may decide not to let a road be a legal separation for a herd grazing there.

Paragraph 15. Towing (Article 76)

Article 76

This provision is only aimed at the driver of the pulling vehicle and therefore not also to the owner or holder hereof.

Paragraph 16. Seatbelts and helmets (Articles 77 and 78)

Article 77

This new text expresses that passengers of motor vehicles have to wear a seatbelt if there is one available in the vehicle. If a seatbelt is wrongly – namely in conflict with the relevant technical provision – not available in the vehicle, it is a violation of that rule.

The following deserves mentioning. The driver is not criminally responsible for the passenger not wearing a seatbelt. The obligation for the passenger himself has to suffice. The observation that the driver or passenger was not wearing a seatbelt is sufficient.

This wording also entails that if seatbelts have been installed in a vehicle without being required under the Road Traffic Ordinance, the driver has to use them. Wearing seatbelts applies to seats in the front and in the rear. Anyway, the technical rules for motor vehicles are limited to fasteners for belts in the front seats (Article 85, first paragraph, subparagraph f).

The second paragraph of Article 77 determines that children younger than 3 have to use a suitable child protection system, a so-called child seat. This can be installed in the front and in the rear. Children older than 3 but shorter than 1.5 meters have to wear the three-point seatbelt as lap belt.

After an amendment from without the Saban Island Council the need to have a permit to fall under the exception in par. 5 subpar c got cancelled. Together with the added article 24 par 2 subpar f the transportation of persons in the load area of a vehicle is explicitly permitted.

Article 78

Drivers of mopeds, motorcycles, and other motor vehicles without closed bodywork on more than two wheels are so vulnerable that protection by a helmet is called for. The driver and passenger each individually are criminally responsible for ignoring the obligation to wear a helmet. The helmets have to meet internationally acceptable safety standards and carry a quality seal.

CHAPTER IV. TECHNICAL REQUIREMENTS

In general

In the new ordinance the necessary adjustments to the present day have been implemented. Most of them concern a reflection of already existing situations that have developed over time. New is the requirement for motor vehicles to have fasteners for seatbelts and, if available, seatbelts. New are also the requirements for the minimum tread depth of the tires and minimum requirements for translucence of tinted windows. Windows cannot have materials applied that obstruct the view from the inside out or obstruct the view of the passengers from the outside, other than tinting material. Incidentally, dispensation can be granted from the latter. Standards have also been set for the requirements of the brakes in accordance with current standards.

This wording has been chosen to somewhat untangle the tangle of technical requirements as they have been set over the years. That is why it has now been listed per category of vehicle what the minimum requirements are. The duplications in them have been accepted for easy reading and attempt at clarity.

Explanation per Article

Paragraph 1. Motorcycles (Article 83)

Article 83

The technical requirements for motorcycles have not changed, except for the measurements. That the measurements have been adjusted appeared necessary, as the maximum measurements for trucks fully applied to motorcycles.

Deviating from the Road Traffic Ordinance Bonaire is the design requirement that the muffler has to be original, belonging to the vehicle, or at least similarly noise-reducing as this original muffler.

Article 84

Deviating from the Road Traffic Ordinance Bonaire is the design requirement that the muffler has to be original, belonging to the vehicle, or at least similarly noise-reducing as this original muffler.

Paragraph 3. Motor vehicles (Article 85)

Article 85

Paragraph 1, subparagraph c, sets requirements for the translucence of the windows. Tinted windshields and side windows in the front of the vehicle have to let at least 35% of the light through. Deviating from Bonaire is that there are no requirements for the windows in the rear of the vehicle and that the requirements do not only apply to manufactured windows but also to manually tinted windows. Along the top of the windshield, a tinted strip of 7 inches or 17,78 cm is permitted. In this article is deviated from the 70% translucence standard of Bonaire. The term “translucence standard” appeared insufficiently specific in Bonaire, that is why this ordinance has chosen wording that leaves less room for interpretation.

The ban as mentioned in subpar 3 does not apply to manually applied tinting materials.

The minimum number of wipers a motor vehicle needs to have has been reduced to one in paragraph 1, subparagraph d. The reason is that an increasing number of car manufacturers proceed to only installing one wiper that covers the entire surface of the windshield.

The requirements for mirrors have been adjusted to practice, requiring the presence of an interior mirror as well as a left exterior mirror. In case the view in the interior mirror is obstructed, a right exterior mirror is also required.

In paragraph 1, subparagraph f, the design of the passenger cabin, the seatbelts already mentioned in the general section of the explanation of this chapter have been set as a requirement to increase safety. Another provision has been set as requirement in number 4 of subparagraph f. As almost all cars standard have so-called blowers installed by the manufacturer to prevent condensation on the windshield, we believed we should include this provision in the Road Traffic Ordinance as a requirement.

Deviating from the Road Traffic Ordinance Bonaire is the design requirement that the muffler has to be original, belonging to the vehicle, or at least similarly noise-reducing as this original muffler.

Paragraph 4. Trucks (Article 86)

Article 86

Paragraph 1, subparagraph a: As it is not an objection for the maximum headroom of flyovers and traffic light installations, this paragraph accommodates road haulage of shipping containers on trucks with semi-trailers. All too often the maximum height of 3.5 meters had to be exceeded, merely on account of the fixed measurements of the container that could not be adjusted plus the vehicle. The maximum height has now been fixed at 4 meters.

Paragraph 1, subparagraph c, sets requirements for the translucence of the windows. Tinted windshields and side windows in the front of the vehicle have to let at least 35% of the light through. Deviating from Bonaire is that there are no requirements for the windows in the rear of the vehicle and that the requirements do not only apply to manufactured windows but also to manually tinted windows. Along the top of the windshield, a tinted strip of 7 inches or 17,78 cm is permitted. In this article is deviated from the 70% translucence standard of Bonaire. The term “translucence standard” appeared insufficiently specific in Bonaire, that is why this ordinance has chosen wording that leaves less room for interpretation.

The ban as mentioned in subpar 3 does not apply to manually applied tinting materials.

Paragraph 5. Buses

Article 87

Paragraph 1, subparagraph c, sets requirements for the translucence of the windows. Tinted windshields and side windows in the front of the vehicle have to let at least 35% of the light through. Deviating from Bonaire is that there are no requirements for the windows in the rear of the vehicle and that the requirements do not only

apply to manufactured windows but also to manually tinted windows. Along the top of the windshield, a tinted strip of 7 inches or 17,78 cm is permitted. In this article is deviated from the 70% translucence standard of Bonaire. The term “translucence standard” appeared insufficiently specific in Bonaire, that is why this ordinance has chosen wording that leaves less room for interpretation.

The ban as mentioned in subpar 3 does not apply to manually applied tinting materials.

Paragraph 6. Trailers (Article 88)

Article 88

In general a trailer can be considered an extension of the pulling vehicle. It is therefore no more than logical that a trailer, apart from the specific aspects of the motor part and the requirements for the coupler, brakes, etc. that replace them, has to meet the same technical requirements as the pulling vehicle. New is the provision in the first paragraph, subparagraph a, number four.

Paragraph 8. Mopeds (Article 90)

Article 90

As the moped has meanwhile outgrown the status of “bicycle with auxiliary engine”, considering the definition in paragraph j of Article 1, it is logical to dedicate an individual paragraph to the technical requirements for the moped.

Deviating from the Road Traffic Ordinance Bonaire is the design requirement that the muffler has to be original, belonging to the vehicle, or at least similarly noise-reducing as this original muffler.

CHAPTER V. ROADWORTHINESS CERTIFICATES AND MARKS FOR VEHICLES

Paragraph 1. Roadworthiness certificate (Articles 93 through 96)

Currently there are no mandatory inspections for motor vehicles meant for private use. These Articles will take effect at a later time to be determined by island decree.

Paragraph 2. Marks and distinguishing marks (Articles 97 through 99)

Article 97

The wording of Article 97 has not been modified compared to previous legislation. Article 1, paragraph x gives a definition of license number.

Article 99

It is not clear now what international distinguishing mark will be used for a motor vehicle for Saba or the other islands of the Dutch Caribbean.

CHAPTER VI. DRIVER'S LICENSES (Articles 100 through 126)

In general

The previously applicable regulation concerning driver's licenses (Article 87 through 112) has generally functioned properly and has therefore been copied for the most part. Where necessary, provisions have been added to aforementioned Articles, or more modern wording has been chosen. The terminology has been adjusted to the terminology used in this draft.

Explanation per Article

Article 100

This Article largely corresponds with the existing regulation. New is that the minimum age of 16 for mopeds, already used in practice, has been included explicitly. There is also a requirement for drivers of self-propelled vehicles to have category B, C, or D on their driver's license.

Article 101

Article 101 is almost identical to the repealed regulation. The requirement of having a certain weight has been deleted in the first paragraph, subparagraph a, as currently much heavier motorcycles are built. For the rest, motorcycles and mopeds are described adequately, so that the weight is no longer a distinctive criterion and therefore can be cancelled.

It has appeared in the past that the substance of the term “meant for” was unclear. The purpose of a vehicle is the purpose that the owner gives it and that meets the safety requirements for such purpose. The purpose the manufacturer gives the vehicle is irrelevant in that case.

New is par. f, that makes it possible to issue driver’s licenses for vehicles with automatic transmission.

Article 104

Intentionally providing incorrect information when an applicant wants to qualify for a driver’s license or license is prohibited. In comparison to the repealed regulation, the second paragraph eases the sanction for providing incorrect information. The new regulation determines that the driver’s license is only invalid for the category for which incorrect information has been provided, if this information has led to issue of a category driver’s license.

Article 110

This Article has been adjusted to the current political situation. If a driver already has a driver’s license of one of the countries of the Kingdom or of Statia or Bonaire, he can suffice by submitting a medical certificate (Article 102, subparagraph c) for the issue of a new driver’s license.

If a driver’s license referred to in the previous paragraph has been invalid for more than 2 years, a certificate that one has adequate driving skills as referred to in Article 102, subparagraph b, has to be submitted. It was previously unclear and the question whether this certificate had to be submitted was left to the opinion of the competent authority.

Article 112

For reasons of unity citizens of Saba in possession of a driver's license issued on Bonaire or Statia are no longer required to exchange their license within three months after registering at the census office. Instead they can use their license until it expires.

Article 119

This Article provides for the duration of the revocation. Unless there are circumstances as referred to in subparagraphs a, b, and c, the revocation will apply for the duration for which the driver's license has been issued.

Article 121

The obligation to announce the revocation by publication in the bulletins in which official notices are published is replaced by a written notification to the body charged with supervision and enforcement of this ordinance and to the person concerned.

Article 122

The period for surrender of the revoked driver's license has been shortened from 8 to 2 days. The third paragraph also contains the obligation to surrender if the driver's license has been declared invalid in conformity with Article 104 and if the driver's license has become invalid as referred to in the third paragraph, subparagraph a.

Article 123

This Article is new. The suspicion that the holder of a driver's license lacks the knowledge or skill or the physical or mental capacity to drive one or more categories of motor vehicles for which the driver's license has been issued can be supported by facts or circumstances indicating that the person concerned is not able to participate in traffic with aforementioned motor vehicles without jeopardizing road safety.

Article 124

Beside Article 123 discussed above, this Article contains the possibility that, if the holder of a driver's license voluntarily reports he no longer has the capacity to drive a motor vehicle of the category mentioned in that driver's license, a new driver's license will be issued to him, containing the restrictions as applicable at that moment.

Article 125

When an investigating officer has a serious suspicion that a driver of a motor vehicle has violated Article 27 or 28, draws up a report hereof, and believes that continuing to drive constitutes serious danger to road safety, he has the power to collect the driver's license and keep it in custody.

This driver's license has to be sent to the Public Prosecutor promptly, but within 2 times 24 hours, accompanied by an official report of the findings. This prosecutor can not only verify whether the investigating officer has too lightly collected the driver's license, but is also able to assess, based on the judicial documentation in his control, whether it should be deemed to be in the interest of road safety to keep the driver's license in custody until the case has been submitted to the court, and the court can decide on whether or not to disqualify the person concerned from driving.

CHAPTER VII. PENAL PROVISIONS (Articles 127 through 132)

Article 128

This Article is almost identical to Article 117 of the old ordinance. This Article now also gives the investigating officer the opportunity to stop cyclists to check compliance with the provisions laid down in this island ordinance. If so requested, they are required to give the same cooperation as previously the drivers of motor vehicles.

Article 129

Beside the existing regulation for impoundment under criminal law as provided for in the Code of Criminal Procedure BES, the powers of the Lieutenant Governor to have vehicles towed and placed in custody in the context of enforcement of public order and traffic are regulated in detail in this Article. It also gives the opportunity to take enforcement action by attaching wheel clamps.

Article 131

The maximum punishment for the different violations has not been affected, but some new offenses have been included. The punishments have been adjusted to current practice, while fines have been classified in categories.

Article 132

Beside the sanctions referred to in Article 131 such as imprisonment and fines, in everyday legal practice there appears to be a need to withdraw the object with which the traffic offense has been committed (permanently) from the actual power of the infringer.

CHAPTER VIII. DISPENSATIONS AND LICENSES (Article 133)

Article 133

In connection with the cancellation of several provisions in the old island ordinance, the current ordinance contains fewer provisions for dispensation.

The second paragraph of Article 133 regulates the dispensation regime specifically for the public services. Instead of “dispensation” it mentions “exemptions”. The latter term is more suitable to express the nature of this rule. The Lieutenant Governor remains the competent authority to grant exemptions to public services and services to be put on a par with them. The party that has been granted exemption and the staff for which the exemption has been granted have to carry the document showing the exemption, so that the police can verify all this.

CHAPTER IX. TRANSITIONAL AND FINAL PROVISIONS (Articles 134 through 141)

Article 134

A phase-out arrangement has been opted for to replace the road signs pursuant to the old ordinance.

Article 135

The explanation of annex 1 explains why various road signs have been modernized. In the cases that do not concern adoption of a new model, but modernization of the current models, it is not a problem to let these signs be valid until they have been replaced.

Article 136

All roadworthiness certificates, driver's licenses, etc. issued under the old ordinance will remain valid until they expire. This way, the transition will be as smooth as possible without overburdening the administrations that should issue the new documents.

Article 137

Just like the documents referred to in Article 136, dispensations granted under the old license [*sic!*] will simply continue as of the effective date of the new ordinance. The reason is also to relieve the administrations that should issue the new dispensations and licenses.

Article 138

Because the introduction of the new Road Traffic Ordinance Saba requires some preparation time and the public has to be informed, a period of one month between the promulgation and the taking effect of the ordinance has been included in the ordinance.

With regard to the Articles mentioned it is necessary to draw up further implementation measures. These Articles can be put into effect by island decree containing general administrative orders.

To make sure no fines are being handed out for violating article 77 par. 1,3 and 4 during the first year, next to the planned enforcement arrangements, the choice was made to have this article taking effect one year after the promulgation of this ordinance. The whole article will be taken into the awareness campaign that year.

Article 139

This ordinance replaces the Road Traffic Ordinance Leeward Islands (Official Bulletin 1963, No. 5).

ANNEX 1 ROAD SIGNS

In general

The previous ordinance made a rough classification in signs giving orders or containing prohibitions, signs warning of danger, signs with information, and instructions. This in itself logical but rigid classification led to problems when a new sign had to be inserted. For the organization of a sign annex to the new ordinance a flexible classification in separate chapters has been chosen. This classification is clear and consequently easily accessible, and also provides the opportunity to insert models without affecting the logic of the classification. The classification is as follows:

A. speed; B. right of way; C. no-entry signs; D. directions of traffic; E. parking and stopping; F. other instructions; G. behavioral signs; H. built-up area; I. information signs; J. warning signs; and K. other signs.

Each sign included in these chapters is specified with the capital and number corresponding with the relevant chapter. The changes are not only in the classification, but also in the signs themselves, the models and the configuration, and the descriptions belonging to them. It has been attempted to optimize the visibility, prominence, recognizability, and understanding. Written text is avoided wherever possible.

In order to keep the cost of the signs to be installed as low as possible, the models customary in Europe and prescribed in international treaties have been followed.

They are in stock and the need of creating a special customized product is avoided.

Explanation per chapter

Chapter A: Speed

This chapter contains the signs indicating the speed limit or end hereof. The numbers mentioned, serving as examples, indicate the speed in kilometers per hour.

New signs have been included under numbers A3 and A4, indicating the beginning or end of several roads or a district in which an adjusted speed applies.

Chapter B: Right of way

The stripes indicating the end on signs B1 and B2 have been explained in model B2. No equivalent has been included of the old model 5. Should the road authority feel the need to announce the end of a

priority road in advance, this is easy to realize with an additional sign. Model B3 differs little from the old model 6.

The model of sign B5 has been modified.

New are signs B6 and B7. These signs, installed in combination with B1 or B3, indicate a bending priority road. The signs can show different traffic situations in which the broad line indicates the priority road and the narrow line or lines the side road or side roads.

Chapter C: No-entry signs

The signs indicating complete or partial no-entry have been placed in this chapter.

Sign C4 corresponds with the old model 81, but now has the status of mandatory sign instead of instruction sign and replaces the old model 11. This is necessary to prevent confusion that might arise due to the introduction of signs D4 through D8.

Sign C5 corresponds with the old model 13. Sign C6 has the same meaning as C5, but only applies to the category of vehicle mentioned on it. C7 is again a modern version of the old model 19. Semi-trailers also fall under the effect of sign C7.

Models 13 through 18 of the annex to the old ordinance will be repealed and replaced with models C8 through C11. The symbol of the old models 13, 14, 15, and 16 will be modernized.

There is no need for the old sign 17 anymore as sign G1 excludes admission of other traffic categories than pedestrians. The signs limiting width, length, height, and mass of the vehicles to be admitted (models 20 through 23 of the old annex) can be found in the series C12 through C16. New in this series is the limitation of the axle load, model C15. The numbers mentioned on the signs are an example, of course.

Chapter D: Directions of traffic

This chapter contains signs indicating a mandatory direction or one or more mandatory or permitted directions.

The new sign D1 indicates the mandatory direction on a roundabout. D2 corresponds with the old sign 12. The sign contains the obligation to pass the sign on the side indicated by the arrow.

After discussion of sign D2, sign D3 hardly requires further explanation. The sign can be used to mark Y-junctions in the roadway. Both signs replace the so-called traffic bollards (models 47 and 48) of the old ordinance.

The introduction of signs D4, D5, D6, D7, and D8 ensues from the choice of positive signs, and follows what is customary elsewhere in the world. Models 24 and 25 of the annex to the old ordinance, the negative signs, are not necessary anymore.

Chapter E: Parking and stopping

The starting point here is also the positive sign. Sign E4 is consequently the focus. A symbol or specification can be added to indicate that the parking is meant for certain categories or for certain activities. As, pursuant to Article 8, third paragraph, the road signs E1 and E2 only apply to the side of the road where they have been installed, and pursuant to Article 9 the signs can have additional signs, one can suffice from now on with a model E1 for no parking and a model for no stopping. The entire series of variations (models 29 through 44) of the old ordinance has consequently become superfluous.

To indicate that there is a parking zone within which the duration of parking is restricted, signs E7 and E8 have been included. These signs indicate the beginning or end of a parking zone.

Chapter F: Other instructions

Sign F1 is installed in situations in which it is undesirable that vehicles, when taking over, drive on the side of the road meant for oncoming traffic. It is assumed that when taking over motor vehicles, one has to change lanes.

Sign F7 is new. Sign F8 is also new, however, the idea behind it is not. Previously a text sign indicated that the instructions given by road signs had ended.

Sign F9 can be used in many situations, whether or not temporary, installed on the stick of the school crossing patrol or during a standing police check of compliance with traffic rules. The sign can indicate who uses the sign or why.

Chapter G: Behavioral signs

This chapter contains the signs with which footpaths and cycle tracks are specified and to which one or more traffic rules are attached. Each sign also has its own end sign.

Chapter H: Built-up area

Signs H1 and H2 give the option to also link the rules of conduct ensuing from this ordinance to the specification of the built-up area. The option to place a geographic specification on the sign also exists now.

Chapter I: Information signs

Signs I1 through I4 renew the old signs 77 through 80.

Chapter J: Warning signs

Signs J2, J3, J4, and J5 are a refined specification of the general warning of the old sign 66. J6 and J7 are new. Two models have been chosen where it is deemed desirable to make a distinction between a warning of a steep hill downwards and a steep hill upwards.

Model J9 is also new and can only be used as advance warning of a roundabout. Sign J10 corresponds with the old model 68, on the understanding that the symbol has been modernized.

J11, J12, and J13 replace model 69 and contain a refined specification. J14 is the modern version of model 70, as sign J15 is the modern version of model 71 and J16 the modern version of 72. Signs J17, J18, J19, J20, and J22 are new, but speak for themselves. J21 replaces sign 72a of the old annex, which warned of donkeys. The new sign J21 is also suitable as warning sign for other livestock than donkeys.

New is sign J24 that warns of low-flying aircraft.

Also new is sign J25 warning of speed bumps.

Chapter K: Other signs

The last chapter of annex 1 is a collection of signs giving the road user important information.

Sign K1 has been included to give the drivers when it appears necessary information on headroom in an underpass.

New is K2, indicating a pedestrian crossing.

K3 and K4 are new and provide for the need to inform the road user in time that he cannot continue on the road taken or the road he intended to take.

Sign K5 indicates a water source for the fire department. Pursuant to Article 61, paragraph 2, subparagraph h, no parking within a distance of 5 meters is attached to this information.

The new sign K6 has been included to indicate that there is a speed bump.

Signs K7 and K8 warn drivers of the possibility of children playing, for instance near schools or playgrounds.

Signs K9 and K10 can be installed where a cycle track or cycle lane begins or ends and where cyclists leave or enter the roadway.

ANNEX II Instructions

The pictures indicate the postures of these traffic controllers most essential to traffic. The ancient stop sign, No. 52 annex, has disappeared. New is the picture of the school crossing patrol. The sign he uses has been shown in drawing annex 1, model F9.