

COUNCIL OF MINISTERS
Decree Law no. 5/08
of 28 September

The profound changes that the country has experienced, at a political, social and economic level in general, but also at a traffic level, and as a reflection of the evolution of the car industry, have made the 1954 Road Code and its regulations out of touch with the present reality.

The time that has elapsed since then has produced several changes and additions to these regulations, a situation that has led to the co-existence of a great number of unconnected regulatory provisions, making not only the interpretation of the norms in force difficult but also, consequently, the effectiveness of their application.

Therefore the need to undertake a thorough revision of the present regulations, in order to introduce pertinent innovations and updates and also to include within the same framework any sundry legislation.

The approval of this Code, which is an essential tool of a road safety policy, is aimed fundamentally at updating the legal rules applicable to traffic on public roads and also their suitability for, and harmonization with the best international norms, particularly the Southern Africa Development Community (SADC) Protocol.

The changes that have been introduced derive from a concern to reduce the accident rate and simultaneously to provide greater legal protection to public road users, having as a goal the overall adjustment of the system in force to present needs, searching for a balance between the growing demands posed by continuous traffic growth and the need to ensure the safety of people and property.

Making use of the legislative authorization granted by Resolution no. 11/08 of 16 May by the National Assembly and in accordance with the joint provisions of sub-paragraph *f*) of article 112 and article 113 of the Constitutional Law, the Government orders the following:

Article 1 – The Road Code that is attached to the present decree-law, of which it is an integral part, has been approved.

Article 2 – The Road Code approved by Decree-Law no. 39 672 of 20 May 1954, Decree Law no. 152/75 of 31 October, Executive Decree no. 77/04 of 23 July, as well as any legislation that is contrary the provisions of the Road Code approved by the present Decree-law, are revoked.

Article 3 - The present Decree-Law comes into force six months after being published.

Seen and approved at a Council of Ministers' meeting, in Luanda, on 27 February 2008.

The Prime Minister, *Fernando da Piedade Dias dos Santos*.

The President of the Republic, JOSÉ EDUARDO DOS SANTOS.

ROAD CODE

HEADING I General Aspects

CHAPTER I General Principles

ARTICLE 1 (Legal definitions)

For the purposes of the provisions of this Code and any supplementary legislation, the following terms will have the meaning that is allocated to them in this article:

- a) *public road*: road for public transport;
- b) *road similar to public road*: private road open to public transport;
- c) *freeway*: public road intended for rapid transport, with a physical lane separation, without level crossings nor any access to marginal property, with restricted access, and marked as such;
- d) *road reserved for vehicles and motorcycles*: public road where the norms that govern freeway traffic are in force, and marked as such;
- e) *path*: public road specially intended for local traffic in rural areas;
- f) *roadway*: part of the road specially intended for vehicle traffic;
- g) *roadway line*: longitudinal line, whether painted or not, dividing a roadway into two parts, each one allocated to one traffic direction;
- h) *lane*: longitudinal area of the roadway, directed at the circulation of single-file vehicles;
- i) *reversible direction road*: traffic road used alternatively, by means of signs, for one or the other traffic direction;
- j) *on-ramp road*: traffic road arising from the widening of the roadway, aimed at allowing vehicles entering a public road to get the appropriate speed to be integrated into the main traffic flow;
- k) *off-ramp road*: traffic road arising from the widening of the roadway, aimed at allowing vehicles exiting a public road to slow down outside the main traffic flow;
- l) *shoulder*: public road surface not particularly intended for vehicle circulation at the side of the roadway;
- m) *sidewalk*: public road surface, generally rising above it, directed at pedestrian traffic on the side of the roadway;

- n) *circulation corridor*: traffic road reserved for certain kinds of vehicles or vehicles that are allocated to certain kinds of transport;
- o) *special lane*: public road or lane specially intended, depending on the signs, for pedestrian or animal circulation or certain types of vehicles;
- p) *crossroad*: intersection area of public roads on the same level;
- q) *junction*: area where public roads come together or branch off;
- r) *traffic circle*: square consisting of a crossroad or junction, where traffic moves in a circular direction;
- s) *parking lot*: place exclusively intended for vehicle parking;
- t) *urban area*: area with buildings whose limits are marked with regulatory signs;
- u) *parking areas*: public road site specially intended, either due to its construction or to signs, for vehicle parking;
- v) *directional island*: restricted area of public road where vehicles are not allowed to circulate and demarcated by a kerb or appropriate markings, aimed at directing traffic;
- w) *emergency service vehicles*: ambulances and fire engines.

ARTICLE 2
(Scope)

1. The norms of this Code are applicable throughout the country, on state and local public roads.
2. They are also applied on private roads, when these are open to public traffic, regarding everything that is not specially regulated by an agreement with its owners.

ARTICLE 3
(General circulation and behaviour norms)

1. Circulation on the roads the previous article refers to is free, with the restrictions included in this Code and any supplementary legislation.
2. People may not carry out any acts that obstruct or disturb traffic or that compromise the safety or comfort of road users.

ARTICLE 4
(Compliance with the orders given by competent authorities)

All road users must comply with the lawful orders given by the authorities that have the jurisdiction to regulate and supervise traffic, or by their officials, provided they have been duly identified as such.

ARTICLE 5
(Obstacle and warning signs)

1. In all locations that may pose a danger to traffic or where the latter must be subject to special restrictions, and also whenever it may be necessary to provide useful information, the respective traffic signs must be used.
2. Any obstacles that unexpectedly appear on the road, such as fallen cargo, must be signaled by whoever caused them, visibly and at a sufficient distance to allow other road users to take the necessary precautions in order to avoid any accidents.
3. On public roads or close to them may not be placed any boards, panels, adverts, posters, light sources, writings or other publicity methods that may be confused with traffic signs or impair their visibility or recognition or the visibility of any curves, intersections or junctions and traffic circles, or also divert the driver's attention, thus impairing driving safety.

ARTICLE 6 (Traffic signs)

1. Traffic signs are set in regulations where shapes, colours, wordings, symbols and sizes are specified, in accordance with the international conventions in force, as well as their respective meanings and arrangement systems.
2. The wording included in traffic signs is written in the official language, except if otherwise determined by international conventions.

ARTICLE 7 (Order of priority among signs)

1. Sign indications prevail over traffic rules.
2. Signaling has the following priority order:
 - a) orders of traffic officers;
 - b) indications arising from temporary signs that may change the normal road use system;
 - c) indications arising from light signals;
 - d) indications arising from vertical signs;
 - e) indications arising from road markings.

CHAPTER II Aspects Restricting Circulation

ARTICLE 8 (Works on public roads and their use for special purposes)

1. Using public roads to carry out any works or activities of a sporting or festive nature or others, which may affect normal traffic, must be authorized by the competent authority, by means of a justified application by the interested party.
2. Non-compliance with the conditions included in the authorization granted under the terms of the previous paragraph will be equivalent to its absence.

ARTICLE 9
(Traffic interruption or restriction)

1. For safety, emergency or work reasons, traffic may be interrupted or restricted.
2. Traffic interruption or restriction may also be ordered whenever there are justifiable grounds and provided that communications between local people who are served by the road are duly assured.
3. Except in cases of serious emergency or urgent work, traffic restriction or interruption must be advertised at least 48 hours in advance.

ARTICLE 10
(Restriction of the circulation of certain vehicles)

1. Whenever there are abnormal traffic conditions, the circulation of certain kinds of vehicles or of vehicles transporting certain goods may be temporarily forbidden.
2. The circulation of certain kinds of vehicles or vehicles used to carry certain goods may also be restricted by regulation, either temporarily or permanently, in all or just a few public roads.
3. The prohibition and the restriction mentioned in the previous paragraphs will be preceded by information through the media or the distribution of pamphlets in the affected areas, posting of information boards or other adequate means of divulgation.

HEADING II
Circulation of Vehicles and Animals

CHAPTER II
Common Provisions

SECTION I
General Rules

ARTICLE 11
(Driving of vehicles and animals)

1. All vehicles or animals circulating on the public road must have a driver.

2. During driving, the driver must abstain from doing any act that may be liable to impair his/her safe driving.

ARTICLE 12
(Start or resumption of driving)

When starting or resuming driving, the driver must signal his/her intention in advance and adopt the required precautions to avoid any accident.

ARTICLE 13
(Traffic direction and position)

1. Vehicle traffic must circulate on the right-hand side of the roadway and as close as possible to the shoulders or sidewalks, maintaining sufficient distance from them to prevent any accidents.
2. Whenever necessary, a lane on the left, or the lane on the opposite direction, may be used for overtaking or for changing direction, always after taking the necessary precautions.

ARTICLE 14
(Circulation on several traffic queues)

1. Whenever two or more traffic queues in the same direction are possible, traffic must circulate along the lane on the right; however, another lane on the left may be used, if there is no place in the former, and also for overtaking and for changing direction.
2. The driver must use the lane that is most suitable for his destination; he/she is only allowed to change to another lane, after taking the necessary precautions, in order to change direction, overtake, stop or park.

ARTICLE 15
(Conditions for changing a traffic queue)

Whenever there is more than one traffic queue in the same direction, the drivers of the vehicles that, because of heavy traffic flow, occupy the whole width of the lane intended for such direction, as the speed of each one is dependent on the moving of those preceding them, may not get out of their respective queue to another one on the right, except for changing direction, stopping or parking.

ARTICLE 16
(Traffic at crossroads, junctions and traffic circles)

1. At crossroads, junctions and traffic circles, vehicles circulate in such a way as to have the central part of such locations or any signs, poles or similar devices there on their

left, provided that they are located on the centre of the road from which they have come.

2. The following is excepted from the previous paragraph:

- a) all cases where there are signs stating otherwise;
- b) all cases where the signs located on the centre of the road are triangular in shape.

ARTICLE 17
(Shoulders and sidewalks)

Vehicles may only cross shoulders or sidewalks provided that access to buildings requires this, except for the exceptions envisaged in any local regulation.

ARTICLE 18
(Distance to be kept between vehicles)

1. The driver of a moving vehicle must maintain enough distance between his/her vehicle and the vehicle in front to avoid any accidents should the latter stop suddenly or reduce speed.
2. The driver of a moving vehicle must maintain enough distance on the sides to avoid any accidents between his/her vehicle and the vehicles circulating in the same roadway going the same direction or in the opposite direction.

ARTICLE 19
(Collective passenger transport)

1. Within urban areas, the driver must slow down and stop if necessary whenever passenger collective transport vehicles move off when coming out of any stop.
2. The driver of a passenger collective transport vehicle may not, however, move off without first signaling his/her intention and taking the necessary precautions to avoid any accident.
3. The authorities that are responsible for the stop signs must maintain them so that they are always clearly visible.

ARTICLE 20
(Signalling any manoeuvres)

1. Whenever the driver wishes to overtake, reduce speed, change direction or lane or make a U-turn, he/she must signal his/her intention in advance.
2. This signal must be maintained while he/she is making the manoeuvre and cease as soon as it is concluded.

SECTION II
Driver's Signals

ARTICLE 21
(Use of sound signals)

1. Sound signals must be brief and are prohibited as a means of calling, protest or joyful display.
2. The use of sound signals is only allowed:
 - a) in case of imminent danger;
 - b) outside urban areas, in order to warn a driver of the intention to overtake and also in curves, crossroads, junctions and crests with reduced visibility.
3. From the provisions of the previous paragraphs are excluded the signals of police vehicles or vehicles providing aid or emergency service.
4. In police vehicles and in vehicles providing aid or emergency services may be used special devices for the emittance of sound signals, whose characteristics and methods of usage are determined in a regulation.
5. The use of the devices mentioned in the previous paragraph is not allowed in any other vehicles nor is the emittance of sound signals that may be confused with those issued by such devices.

ARTICLE 23
(Lights and light signals)

1. Whenever visibility is insufficient and vehicles circulate outside urban areas with their lights on, sound signals may be replaced with light signals, under the following conditions:
 - a) in well-lit places, by using flashing lights;
 - b) in all other cases, by alternating the main beams and the dipped beams, but always without causing any glare.
2. Inside urban areas and at night, the replacement of sound signals by light signals used under the conditions envisaged in the previous paragraph is compulsory.
3. Police vehicles, vehicles intended for providing aid or for emergency services and vehicles that must circulate slowly due to the service they are providing may use

special devices, whose characteristics and methods of usage are determined in a regulation.

4. In any other vehicles, the use of the devices mentioned in the previous paragraph is not allowed.

ARTICLE 24
(Visibility conditions)

For purposes of this Code, visibility will be considered to be reduced or insufficient whenever the driver cannot see the whole width of the roadway for at least 50 metres.

SECTION III
Speed

ARTICLE 24
(Speed regulation)

1. Speed must be regulated so that, taking into account the characteristics and the condition of the road and of the vehicle, the transported cargo, the weather or environmental conditions, traffic flow and any other relevant circumstances, the driver may, in safe conditions, carry out any necessary manoeuvres, particularly stopping the vehicle in the free and visible space ahead of him.
2. The driver may not suddenly reduce the speed of the vehicle without first checking that no danger will result from such action for other road users, particularly for the drivers of any vehicles behind him/her, except in the case of imminent danger.

ARTICLE 25
(Conditions requiring a moderate speed)

Speed must be moderate in the following cases:

- a) when approaching crossings marked on the roadway for pedestrian crossing;
- b) when approaching schools, hospitals, creches and similar facilities, if properly marked;
- c) in urban areas or roads bordered by buildings;
- d) when approaching gatherings of people or animals;
- e) when going down any steep descent;
- f) in curves, crossroads, junctions, traffic circles, crests and other reduced visibility locations;
- g) on bridges, tunnels and level crossings;
- h) in stretches of road that are in bad condition, wet, muddy, or that provide poor road-holding conditions.

ARTICLE 26

(Traffic at a slow speed)

The driver must not circulate at a speed whose slowness unreasonably hinders other road users without grounds for such action.

**ARTICLE 27
(General speed limits)**

1. Without prejudice of the provisions of articles 24 and 25 and of any lower speed limits that may be imposed, the driver may not exceed the following speeds (in kilometres/hour):

| | Inside urban areas | Freeway or similar roads | Roads reserved for motor cars and motorcycles | Other public roads |
|--|--------------------|--------------------------|---|--------------------|
| Mopeds | 40 | -- | -- | 50 |
| Motorcycles: | | | | |
| whose engine capacity is higher than 50cc and without a side-car | 60 | 120 | 100 | 90 |
| with a side-car or with three wheels or with a trailer | 50 | 100 | 80 | 70 |
| whose engine capacity is not higher than 50cc | 50 | -- | -- | 60 |
| Light and mixed passenger motor cars: | -- | 120 | 100 | 90 |
| without trailer | 60 | 100 | 80 | 70 |
| with trailer | 50 | -- | -- | -- |
| Light goods motor cars: | | | | |
| without trailer | 60 | 110 | 90 | 80 |
| with trailer | 50 | 90 | 80 | 70 |
| Heavy passenger cars: | | | | |
| without trailer | 50 | 100 | 90 | 80 |
| with trailer | 40 | 90 | 80 | 70 |
| Heavy goods cars: | | | | |
| without trailer or with a semi-trailer | 50 | 90 | 80 | 80 |
| with trailer | 40 | 80 | 70 | 70 |
| Agricultural or forestry tractors, tractor cars and industrial machines | 30 | -- | -- | 40 |
| Agricultural machines and two-wheeled tractors | 20 | -- | -- | 20 |

2. Without prejudice of the provisions of article 25, on freeways or similar roads drivers may not circulate at an speed lower than 40km/h.

ARTICLE 28
(Special speed limits)

1. When traffic flow or road characteristics so advise, the following may be set, to be in force on certain roads, stretches of road or periods:
 - a) minimum speed limits;
 - b) maximum speed limits lower or higher than those established in paragraph 1 of the previous article.
2. The speed limits mentioned in the previous paragraph must be marked or, should they be temporary and if their signaling is not possible, divulged in the media, posting of information panels or any other suitable method.

SECTION IV
Yielding

SUB-SECTION I
Yielding

ARTICLE 29
(General principle)

1. Whenever the driver is obliged to yield the right of way, he/she must slow down, stop if necessary or, in the case of vehicle crossing, reverse, so as to allow the passage of another vehicle, without the latter changing speed or direction.
2. The driver with priority must have all necessary care for traffic safety.

ARTICLE 30
(Yielding at crossroads and junctions)

The driver must yield to vehicles that come on the right in crossroads and junctions.

ARTICLE 31
(Yielding to vehicles circulating in certain roads or stretches of road)

1. The driver must always yield:
 - a) when he/she exits a parking lot, a fuel supply area or any specific building or path;

- b) when he/she enters a freeway or a road reserved for vehicles and motorcycles, by the respective on-ramps, provided it is correctly marked;
 - c) when he/she enters a traffic circle.
2. Every driver is obliged to yield to vehicles exiting a level crossing.

ARTICLE 32
(Yielding to certain vehicles)

1. The driver must yield to military or militarized columns that are properly led.
2. In crossroads, junctions and traffic circles, the driver must yield to vehicles moving on rails.
3. The columns mentioned in paragraph 1, as well as the driver of any vehicle moving on rails, must take the necessary precautions in order not to hinder traffic and avoid accidents.
4. The driver of a pedal cycle, of an animal-drawn vehicle or of animals must yield to motor vehicles, unless the latter are exiting from the sites mentioned in subparagraphs *a)* and *c)* of paragraph 1 of article 31.

SUB-SECTION II
Crossing of Vehicles

ARTICLE 33
(Crossing other vehicles)

1. If the crossing between two vehicles moving in opposite directions is not possible, the following must be observed:
 - a) when the roadway is partially obstructed, the driver that needs to use the left part of the roadway in order to go around the obstacle, must yield;
 - b) when the roadway is too narrow or is obstructed on both sides, the driver of the vehicle that arrives last to the stretch of road or, if it is a steep incline road, the driver of the vehicle going down, must yield.
2. If it is necessary to reverse, the driver of the vehicle that is closest to the site where crossing is possible must reverse or, if the distances are identical, so must the driver:
 - a) of light vehicles, before heavy vehicles;
 - b) of heavy goods vehicles, before heavy passenger vehicles;
 - c) of any vehicle, before a set of vehicles;
 - d) before vehicles of the same category, the one going up, except if the manoeuvre is evidently easier for the driver of the vehicle going down.

ARTICLE 34
(Circulation of large vehicles)

When the roadway width, road profile or road condition do not permit the crossing to be made with the required safety, drivers of vehicles or sets of vehicles whose width is over 2m or whose length, including the load, exceeds 8m, must reduce speed and stop if necessary, in order to allow such crossing.

SECTION V
Some Special Manoeuvres

SUB-SECTION III
General Principle

ARTICLE 35
(Common provisions)

Overtaking, changing direction, making a U-turn and reversing may only be made at a location marked for such manoeuvres and in such a way as to not endanger or hinder traffic.

SUB-SECTION IV
Overtaking

ARTICLE 36
(General rule)

The driver must overtake on the left.

ARTICLE 37
(Exceptions to the general rule)

Overtaking of vehicles or animals must be done on the right, when the driver, duly signaling his/her intention, wishes to change direction to the left or, in a one-way road, stop or park on the left, provided that he/she has left the rightmost part of the roadway in either case.

ARTICLE 38
(Execution of overtaking manoeuvre)

1. The overtaking manoeuvre may not be started without the driver checking that he/she may do it without the danger of colliding with a vehicle that moves in the same direction or in the opposite direction.
2. The driver must specifically check that:

- a) the roadway is free as regards the length and width that are necessary for the safe execution of this manoeuvre;
 - b) he/she may return to the right with no danger for those circulating there;
 - c) no other driver moving in the same road or in the road immediately located to the left has begun the overtaking manoeuvre;
 - d) the driver preceding him/her on the road has not signaled his/her intention to overtake a third vehicle or go around an obstacle.
3. The driver must return to the right as soon as he/she has concluded the manoeuvre and can do so safely.

ARTICLE 39

(Obligation to facilitate the overtaking)

Whenever there is no obstacle preventing it, every driver must facilitate the overtaking, moving to the right as much as possible or, in the cases envisaged in article 37, to the left, and not increasing speed while he/she is not overtaken.

ARTICLE 40

(Vehicles circulating at a slow speed)

1. Outside urban areas, on roads whose roadway only has one lane for each direction, the driver of heavy vehicles, of agricultural vehicles, of industrial machines, of animal-drawn vehicles or of other vehicles that circulate at a slow speed must maintain a distance not lower than 50m from the vehicle preceding him/her so as to allow safe overtaking.
2. The provision of the previous paragraph is not applicable whenever the driver of the above-mentioned vehicles prepares to overtake and has duly signaled his/her intention to do so.
3. Whenever the roadway width, road profile or road condition does not permit overtaking to be carried out safely, the driver of the vehicles mentioned in paragraph 1 must reduce his/her speed and stop if necessary, in order to facilitate the overtaking.

ARTICLE 41

(Overtaking prohibited)

1. It is forbidden to overtake:
 - a) on crests;
 - b) immediately before and at level crossings;
 - c) immediately before and at crossroads and junctions;
 - d) immediately before and in crossings marked for block pedestrian crossing;
 - e) in reduced visibility curves;
 - f) in every location where visibility may be reduced;

- g) whenever roadway width is insufficient.
2. Overtaking a vehicle that is overtaking a third vehicle is prohibited.
 3. The provisions of sub-paragraphs *a)*, *b)*, *c)* and *e)* of paragraphs 1 and 2 are not applicable whenever it is possible to have on the roadway two or more traffic queues moving in the same direction, provided that the overtaking is not carried out on the portion of the roadway intended for traffic moving in the opposite direction.
 4. The provision of sub-paragraph *c)* of paragraph 1 is also not applicable whenever:
 - a)* the driver is circulating on a road that gives him/her right of way in crossroads and junctions and is duly marked as such;
 - b)* the overtaking is done on the right under the terms of article 37.

ARTICLE 42
(Traffic in parallel lanes)

For the purposes envisaged in this code, as regards the cases envisaged in paragraph 2 of article 14 and in article 15, the fact that the vehicles in a lane move quicker than the vehicles on another lane is not considered to be overtaking.

SUB-SECTION V
Change of Direction

ARTICLE 43
(Change of direction to the right)

The driver who wishes to change direction to the right must get as close as possible, in advance, to the right portion of the roadway and make this manoeuvre in the shortest possible course.

ARTICLE 44
(Change of direction to the left)

1. The driver who wishes to change direction to the left must get as close as possible, in advance, to the left portion of the roadway or of its centre, depending on whether the road is intended as a one-way or a two-way road, and execute this manoeuvre in such a way as to enter the road that he/she wishes to take through the side meant to be his/her circulation direction.
2. If in the road that he/she is going to leave and also in the road where he/she is going to enter, traffic moves both ways, the driver must carry out this manoeuvre in such a way as to have the intersection centre of both roads on his/her left.

SUB-SECTION VI

U-Turn

ARTICLE 45 (Locations where it is prohibited)

Making a U-turn is prohibited in the following cases:

- a) on crests;
- b) on reduced visibility curves, crossroads or junctions;
- c) on bridges, level crossings and tunnels;
- d) wherever visibility is insufficient or where the road, because of its width or other features, is not suitable for executing the manoeuvre;
- e) whenever there is a heavy traffic flow.

SUB-SECTION VII Reversing

ARTICLE 46 (Reversing manoeuvre)

Reversing is only allowed as an auxiliary or last resort manoeuvre and must be done slowly and in the shortest possible course.

ARTICLE 47 (Locations where reversing is prohibited)

Without prejudice of the provisions of paragraph 2 of article 33 for vehicle crossing, reversing is prohibited in the following cases:

- a) on crests;
- b) on reduced visibility curves, traffic circles and crossroads or junctions;
- c) on bridges, level crossings and tunnels;
- d) wherever visibility is insufficient or where the road, because of its width or other features, is not suitable for executing the manoeuvre;
- e) whenever there is a heavy traffic flow.

SUB-SECTION VIII Stopping and Parking

ARTICLE 48 (How they should be executed)

1. A vehicle is considered to have stopped when it is standing still, for the period that may be strictly necessary to let passengers in or out or for short loading and unloading operations, provided the driver is ready to start moving off and does so whenever he/she is obstructing the passage of other vehicles.

2. A vehicle is considered to be parked when it is standing still in an action that does not constitute a stop and which is not motivated by traffic circumstances.
3. Outside urban areas, stopping must be made outside roadways or, should this not be possible, as close as possible from the respective limit on the right, in parallel to it and in the circulation direction.
4. Inside urban areas, stopping and parking must be done on the locations specially intended for such purpose and in accordance to the indicated manner or in the roadway, as close as possible to the respective limit on the right, in parallel to it and in the circulation direction.
5. When parking his/her vehicle, the driver must leave the gaps that may be necessary for the exiting of other vehicles, for the occupation of empty parking bays and for an easy access to buildings, as well as take the required precautions to prevent the vehicle from moving.
6. In the case of motor cars, they must be braked and their engine must be still. On steep incline roads, the gearshift mechanism must be positioned on reverse or on first gear, depending on how they are parked, respectively downwards or upwards. Whenever such procedure is impossible or may seem insufficient for ensuring that the vehicle is standing completely still, the front wheels must be turned to the right or an effective brake-block must be placed on one of the wheels.
7. In automatic vehicles, the same rules must be applied, but because they do not have gears, the mechanism replacing them must be positioned at <front> or <back>, depending on whether it is parked upwards or downwards.
8. Animal-drawn vehicles may only temporarily and in the case of evident need be parked without their respective drivers; the wheels must be braked or blocked or their immobility must be ensured by any other means.

ARTICLE 49

(Prohibition to stop or to park)

1. Stopping or parking is prohibited in the following cases:
 - a) on bridges, traffic circles, tunnels, level crossings, lower or upper thoroughfares and in any reduced visibility location;
 - b) less than 5m away from either side of crossroads or junctions, without prejudice of the provisions of sub-paragraph e) of the present paragraph and sub-paragraph a) of paragraph 2;
 - c) less than 3m or 15m from either side of signs indicating a stop for collective passenger transport vehicles, depending on whether they circulate on rails or not;

- d)* less than 5m before and on crossings marked for pedestrian or pedal cycle crossing;
 - e)* less than 20m before light signals placed at the entrance of crossroads and junctions;
 - f)* less than 20m before vertical or light signals, if vehicle height, including their respective load, obstructs them;
 - g)* vehicles that transport dangerous goods may not stop or park less than 10m away from level crossings;
 - h)* on the roadway, whenever it is painted with a continuous longitudinal line, and the distance between such line and the vehicle is less than 3m.
2. Outside urban areas, it is also prohibited to stop or to park in the following cases:
- a)* less than 50m away from either side of reduced visibility crossroads, junctions, curves or crests;
 - b)* on roadways, although stopping or parking outside them may be possible.

ARTICLE 50
(Prohibition to park)

1. Parking is prohibited in the following cases:
- a)* on roads where it may prevent the formation of one or more traffic queues, depending on whether there is one-way or two-way traffic;
 - b)* on roadways, in a second queue and in all locations where it may prevent access to properly parked vehicles, their exit or the occupation of empty parking bays;
 - c)* in locations where the access of people or vehicles to properties, parks or parking lots is made;
 - d)* less than 10m away from either side of level crossings;
 - e)* less than 5m away from both sides of fuel supply facilities;
 - f)* in locations that are reserved, by means of signaling, for the parking of certain vehicles;
 - g)* in locations whose surfaces or kerbs have square or chequered paint markings;
 - h)* in limited duration parking areas when the respective regulation is not complied with.
2. Outside urban areas, parking is also forbidden:
- a)* at night, on roadways;
 - b)* on roadways marked with the sign “road with right of way”.

ARTICLE 51
(Counting distances)

The distances mentioned in sub-paragraphs *b)* of paragraph 1 and *a)* of paragraph 2 of article 49 are counted as follows:

- a) from the beginning or the end of the curve or crest;
- b) from the extension of the closest limit of the transversal roadway, in the other cases.

ARTICLE 52

(Stop of collective passenger transport vehicles)

1. The driver of any vehicles used for collective passenger transport, when circulating on roadways, may only stop to let passengers in and out in the locations specially intended for such purpose.
2. Should the locations mentioned in the previous paragraph not exist, the stop must be made as close as possible to the right-hand side limit of the roadway.

SECTION VI

Transport of People and Cargo

ARTICLE 53

(General rules)

1. The act of going in, going out, loading, unloading or opening vehicle doors without such vehicles standing completely still is prohibited.
2. The entering or exiting of people and loading or unloading operations must be carried out as quickly as possible, except if the vehicle is duly parked and people do not exit onto the roadway, always in such a way as not to endanger or obstruct other road users.

ARTICLE 54

(Transport of people)

1. Transport users must enter and exit on the right-hand or the left-hand side of the vehicle, depending on whether the latter has stopped or is parked on the right or the left of the roadway.
2. The following cases are excepted:
 - a) the entering and exiting of the driver, when the vehicle steering wheel is located on the opposite side of the stop or parking side;
 - b) the entering and exiting of passengers who are seated at the front seat, when the vehicle steering wheel is located on the stop or parking side;
 - c) cases specially envisaged in local regulations for collective passenger transport vehicles.

3. Transporting people whose number exceeds the vehicle seating capacity or that compromises their safety or driving safety is prohibited.
4. Transporting passengers outside their seats is also prohibited, as well as transporting people together with cargo, except in duly authorized exceptional circumstances.

ARTICLE 55
(Transporting children in motor cars)

1. Transporting children younger than 12 years and less than 1,5m tall in the front seat is prohibited.
2. Transporting children under the above-mentioned conditions must be done in the back seat, using the securing system that is appropriate to their size and weight.
3. If the vehicle does not have a back seat, children may be transported in the front seat, provided the conditions envisaged in the previous paragraph are complied with.

ARTICLE 56
(Transporting cargo)

1. The circulation of vehicles or animals so much loaded that they endanger or hinder other road users or damage road surfaces, facilities, works of art and marginal property is prohibited.
2. Vehicle loading and unloading must be done from the back or from the other side of the roadway near whose limit the vehicle may be stopped or parked.
3. When packing the cargo, the following must be attended to:
 - a) the vehicle balance must be properly ensured, whether it is standing still or moving;
 - b) it may not fall onto the road nor swing in such a way that makes its transportation dangerous or troublesome or causes waste to be thrown onto the public road;
 - c) it does not reduce the driver's visibility;
 - d) it may not be dragged along the pavement;
 - e) the vehicle or animal capacity may not be exceeded;
 - f) the height of 4m from the ground may not be exceeded;
 - g) in the case of vehicles for the transportation of passengers or mixed transportation, the cargo may not exceed the vehicle outline, thus making the correct identification of signaling, lighting and registration devices possible;
 - h) in the case of vehicles for the transportation of goods, the cargo must be contained, length- and widthwise, to the vehicle body boundaries, except under exceptional conditions established in a regulation;

- i)* in the case of transportation of bulk goods, the cargo may not exceed the height defined by the higher edge of the side walls or similar devices.
4. Vehicle outlines are considered to be the vertical planes that go through its extreme points.

SECTION VII Vehicle Weight and Size Limits

ARTICLE 57 (Circulation prohibition)

Any vehicles whose gross weight or body size exceed the limits established in their respective “livrete” (vehicle registration document) may not circulate on public roads.

ARTICLE 58 (Special authorization)

1. Under exceptional conditions established by regulation, the circulation of vehicles whose weight or size are higher than those legally envisaged in the vehicle “livrete” (vehicle registration document) or that transport indivisible objects that exceed the limits of their respective body may be allowed by the competent authority.
2. In the regulation mentioned in the previous paragraph must be included the situations where the circulation of such vehicles is dependant upon a special authorization.
3. An indivisible object is considered to be an object that may not be split without losing its economic value or its function.
4. Vehicle owners may be requested to pay a surety or insurance in order to ensure the taking up of civil liability for any damages that are attributable to them, and also other guarantees that may be necessary or convenient for traffic safety.
5. Non-compliance with the conditions included in the authorization granted under the terms of the previous paragraphs is equivalent to their absence.

SECTION VIII Lights

ARTICLE 59 (General rules)

1. Light signals and vehicle light devices are compulsory when vehicles circulate from nightfall until dawn and also, during the day, in tunnels and whenever there are visibility-reducing weather or environmental conditions, namely, in the case of fog, heavy rain, smoke or dust clouds.

2. The use of light signals and lights is also compulsory, under the circumstances envisaged in the previous paragraph, when vehicles stop or park, except:
 - a) in locations where lighting allows a vehicle to be easily recognized at a distance not lower than 100m;
 - b) outside roadways;
 - c) on roads located outside urban areas.
3. In vehicles circulating on a reversible direction road, the use of light signals and lights is compulsory under all circumstances.

ARTICLE 60
(Types of lights)

1. Light devices to be used by the driver are the following:
 - a) road lights (main-beams), intended to light the road in front of the vehicle for a distance not lower than 100m;
 - b) cross lights (dipped-beams), intended to light the road in front of the vehicle for a distance up to 30m;
 - c) front fog lights, intended to improve road lighting in the case of fog or other reduced visibility situations;
 - d) reverse light, intended to light the road at the back of the vehicle and warn other road users that the vehicle is, or will be, reversing.
2. Light devices to be used by the driver are the following:
 - a) Presence lights, intended to mark the presence and width of the vehicle, when seen from the front and back; the front lights will be called «dipped-beams»
 - b) Indicator light, intended to indicate to other road users the driver's intention to change direction;
 - c) Danger warning lights, intended to indicate that the vehicle represents a special danger to other road users, consisting of the simultaneous operation of all indicators;
 - d) Brake light, intended to indicate to other road users the actioning of the service brake;
 - e) Back fog light, intended to make the vehicle more visible in the case of heavy fog or in other significant visibility reduction situations.

ARTICLE 61
(Use of lights)

1. When the use of light signals and lights is compulsory under the terms of article 59, drivers must use the following lights:

- a) presence lights, when parking outside urban areas or while they wait for a level crossing to be opened;
 - b) cross lights, inside urban areas and in places whose lighting allows the driver to have a visibility not lower than 100m, when crossing other vehicles, persons or animals, when the vehicle is circulating less than 100m away from the vehicle preceding it, when approaching a closed level crossing or when the vehicle stops or comes to a standstill;
 - c) road lights, in the other cases;
 - d) back fog lights, whenever weather or environmental conditions so advise, in vehicles that are equipped with them.
2. The use of fog lights is prohibited whenever the weather or environmental conditions not justify it.
 3. Without prejudice of the provisions of paragraph 1, drivers of vehicles for the transportation of dangerous goods must circulate with their cross light on.
 4. The use of the main-beams when crossing other vehicles, persons or animals, is prohibited, or when the vehicle circulates less than 100m away from the vehicle preceding it or also when the vehicle stops or comes to a standstill.

ARTICLE 62 (Light breakdown)

When under the terms of article 59 the use of light signals and lights is compulsory, driving vehicles where these devices are broken down is only allowed when such vehicles have at least:

- a) two medium-beams, or one medium-beam on the left-hand side and two front dipped-beams, an indicator on the left-hand side and one of the brake lights, when compulsory, at the back;
- b) warning lights, in which case they may only circulate for the period that is strictly required for their driving up to a location where they may stop or park.

ARTICLE 63 (Warning signaling)

1. The driver whose vehicle represents a particular danger for other road users must use warning lights.
2. The driver must also use the lights mentioned in the previous paragraph in the case of a sudden speed reduction caused by an unexpected obstacle or by special weather or environmental conditions.
3. The driver must also use the lights mentioned in paragraph 1, provided they are in working condition:

- a) if the vehicle suddenly comes to a standstill due to an accident or breakdown, whenever this poses a danger for other road users;
 - b) when the vehicle is being towed.
4. In the cases envisaged in the previous paragraph, presence lights must be used if it not possible to use the warning lights.

SECTION IX
Emergency Services and Special Transport Vehicles

ARTICLE 64
(Circulation of emergency service vehicles)

1. The driver of a vehicle circulating on an emergency service or police mission, properly indicating its way, may, when his/her mission so requires, cease to observe traffic rules and signs, but must respect the orders of any traffic officer.
2. However, the driver mentioned in the previous paragraph may not, under any circumstance, endanger other road users, and is obliged to stop:
 - a) before a red traffic light, although he/she may continue after taking all precautions, without waiting for the light to change;
 - b) before a compulsory stop sign at a crossroads or junction.
3. The use of signs identifying the circulation of the vehicles mentioned in paragraph 1 is prohibited when they are not in an urgent mission.

ARTICLE 65
(Drivers' behaviour in the presence of emergency service vehicles)

1. Without prejudice of the provisions of sub-paragraph *b*) of paragraph 1 and paragraph 2 of article 31, the driver must yield to drivers of the vehicles mentioned in the previous articles.
2. Whenever the roads where such vehicles are circulating, from which they are exiting or into which they are entering, are jammed, the other drivers must pull as most as possible to the right, occupying the shoulder if necessary.
3. The following are excepted from the provisions of the previous paragraph:
 - a) public roads where there are circulation corridors;
 - b) freeways or similar roads, where drivers must leave shoulders free.

ARTICLE 66
(Circulation of special transport vehicles)

1. The circulation, stopping and parking on public roads of vehicles transporting loads that, due to their nature, size or other characteristics, so justify it, may be restricted in accordance with the provision of paragraph 3 of article 10 of this ruling.
2. Except by a special authorization by the competent authorities, vehicles transporting explosive substances may only circulate during the day and under the conditions included in the respective legislation. The requirements prescribed in the SADC protocol on the transport of dangerous goods must be particularly complied with.

SECTION X

Circulation in Certain Roads or Stretches of Road

SUB-SECTION I

Circulation at Level Crossings

ARTICLE 67 (Crossing)

1. Crossing a level crossing, even if the signs do allow it, may only be carried out after the driver has checked that traffic flow will not compel him/her to stop his/her vehicle over it.
2. The driver may not enter the level crossing:
 - a) while its shields are laying across on the public road or moving;
 - b) when the instructions of railway officers or existing signals prohibit it.
3. If the level crossing does not have any shield or signal, the driver may only start the crossing after checking that no rail vehicle is approaching.

ARTICLE 68

(Behaviour in case of a vehicle or an animal being forced to come to a standstill)

In case of a vehicle or an animal are forced to come to a standstill or of a fall of their respective loads at a level crossing, the driver must immediately remove them or, if this is not possible, take the necessary precautions so that the drivers of any rail vehicles that may be approaching realize that there is an obstacle.

SUB-SECTION II

Circulation in Crossroads and Junctions

ARTICLE 69

(Driver's behaviour at crossroads and junctions)

1. The driver may not enter a crossroad or a junction if it is foreseeable that, taking into account traffic flow, he/she will come to a standstill in it, thus disturbing cross circulation, even if the yielding rules or light signals allow him/her to do so.
2. Any driver who comes to a standstill at a crossroad or junction where traffic is regulated by a light signal may get out without waiting for circulation to be open for his/her direction, provided he/she does not disturb other road users.

SUB-SECTION III
Parking Lots and Areas

ARTICLE 70
(General rules)

1. On public road locations that have been duly marked for parking, the driver may not circulate or cross the existing demarcation lines for purposes other than parking.
2. Parking lots and areas may be allocated to certain category vehicles and have a limited use in time, and also be subject to the payment of a parking fee, under the terms established in a regulation.

ARTICLE 71
(No parking)

1. Parking in parking lots and areas is prohibited in the following cases:
 - a) vehicles intended for selling any articles or for publicity of any nature;
 - b) vehicles used for public transport, apart from duly authorized exceptions;
 - c) vehicles of a different category from the one the parking lot or area may be exclusively allocated to under the terms of paragraph 2 of the previous article;
 - d) for a period that is higher than what has been established or without paying the defined fee under the terms of paragraph 2 of the previous article.

SUB-SECTION IV
Circulation on Freeways or Similar Roads

ARTICLE 72
(Freeways or similar roads)

1. On freeways or similar roads and respective on-ramps and off-ramps, when duly indicated, the circulation of pedestrians, animals, animal-drawn vehicles, pedal cycles, mopeds, motorcycles whose engine capacity is not higher than 50cc, agricultural vehicles, as well as vehicles or set of vehicles unable to reach the speed of 40km/h, is prohibited.

2. On freeways or similar roads and respective on-ramps and off-ramps, when duly indicated, the following is prohibited:
 - a) circulating without using the regulatory lights, under the terms of this Code;
 - b) stopping or parking, even if outside the roadways, except in the locations that are specially intended for such purpose;
 - c) making a U-turn;
 - d) reversing;
 - e) crossing traffic barriers or any openings that may exist therein.

ARTICLE 73

(Entering and exiting from freeways or similar roads)

1. Entering and exiting from freeways or similar roads may only be made through the accesses intended for such purpose.
2. If there is an on-ramp road, the driver that wishes to enter the freeway must use it, adjusting his/her speed in order to take the adjacent lane without endangering or hindering the vehicles circulating there.
3. The driver that wishes to exit from a freeway must move in advance to the rightmost lane and, if there is an off-ramp road, enter it as soon as possible.

ARTICLE 74

(Circulation of heavy goods vehicles or set of vehicles)

On freeways or similar roads with three or more same-direction lanes, drivers of heavy goods vehicles or set of vehicles whose length exceeds 7m may only use the two rightmost lanes.

SUB-SECTION V

Roads Reserved for Motor Cars and Motorcycles

ARTICLE 75 **(Reserved roads)**

1. Public road roadways may, through signage, be reserved for the circulation of vehicles of a certain kind or vehicles intended for a certain kind of transport. Their use by the drivers of any other vehicles is prohibited.
2. The provisions of articles 72, 73 and 74 are applicable to circulation on roads reserved for motor cars and motorcycles.

ARTICLE 76 **(Circulation corridors)**

1. On public roads may be established circulation corridors intended for the circulation of certain kinds of vehicles or vehicles allocated to a certain kind transport. Their use by the drivers of any other vehicles is prohibited.
2. However, the use of the roads mentioned in the previous paragraph is allowed in order to have access to garages, to properties and to parking places or, when allowed by the signage, to make a change of direction manoeuvre at the closest crossroad or junction.

ARTICLE 77
(Special lanes)

1. When there are lanes specially reserved for animals or for certain kinds of vehicles, the circulation of such vehicles must be made along them.
2. The use of the lanes mentioned in the previous paragraph is prohibited for any other vehicles, except to have access to garages, to properties and to parking places or, when allowed by the signage, to make a change of direction manoeuvre at the closest crossroad or junction.
3. On lanes reserved for pedal cycles, the circulation of those pedal cycles having more than two wheels that are not one behind the other or that have a trailer attached is prohibited.
4. Pedestrians may only use the lanes mentioned in the previous paragraph if there are no places specially reserved for them.

SECTION XI
Pollution in General

ARTICLE 78
(Soil and air pollution)

The circulation of motor vehicles that discharge smoke or gas in a quantity that is higher than the one to be set in a regulation or that leak oil or any other substances is prohibited.

ARTICLE 79
(Sound pollution)

1. The driving of vehicles and loading and unloading operations must be carried out in such a way as to avoid troublesome noises.
2. The circulation of motor vehicles that emit noises higher than the maximum limits set in international noise regulations is prohibited.

3. When using radio sets or sound reproducing devices installed in the vehicle, exceeding the maximum sound limits set in the regulation mentioned in paragraph 2 is prohibited.

SECTION XII
Special Safety Rules When Driving

ARTICLE 80
(Driving under the influence of alcohol or any narcotic substances)

1. Driving under the influence of alcohol or any narcotic substances is prohibited.
2. Any driver who has a blood alcohol level higher than 0,6g/l or that, after a test undertaken under the terms envisaged in this Code and supplementary legislation, is considered as such in a medical report, is considered to be under the influence of alcohol.
3. For purposes of application of the provisions of this Code, the conversion of alcohol content figures in exhaled air into blood alcohol level is based upon the principle that 1 mg of alcohol per litre of exhaled air is equivalent to 2,3 g of alcohol per litre of blood.
4. Any driver who, after a test undertaken under the terms envisaged in this Code and supplementary legislation, is considered as such in a medical or lab report, is considered to be under the influence of narcotic substances.

SECTION XIII
Special Safety Rules

ARTICLE 81
(Use of safety accessories)

1. The driver and any passengers transported in motor cars are obliged to use safety belts and other safety accessories that the vehicle may be equipped with.
2. The following are set in a regulation:
 - a) the exceptional conditions for exemption of, or release from the obligation to use the accessories mentioned in the previous paragraph;
 - b) the methods of usage and technical features of those accessories.
3. Drivers and passengers of mopeds, motorcycles, with or without a side-car, tricycles and quadrucycles, must protect their heads by wearing an officially approved helmet model, properly adjusted and tightened.

4. From the provisions of the previous paragraph are excepted drivers and passengers of vehicles provided with a hard body or vehicles that have simultaneously a hard protection structure and safety belts.
5. Drivers and passengers of motor pedal cycles and drivers of motor scooters must protect their heads by wearing a properly adjusted and tightened helmet.

ARTICLE 82

(Professional driving of transport vehicles)

1. For safety reasons, for professional drivers of transport vehicles, driving and resting times may be defined and the presence of more than one person qualified to drive the same vehicle may be demanded.
2. Professional drivers who transport dangerous goods may be requested to attend training courses in accordance with the Regulation for the Transport of Dangerous Goods, mentioned in paragraph 2 of article 62 of this Code.

ARTICLE 83

(Prohibition to use certain devices)

1. While the vehicle is moving, the driver is prohibited from using a cell phone or any kind of equipment or device liable to impair driving, namely, radio, telephone and audiovisual head-phones.
2. From the previous paragraph are excepted the following:
 - a) devices supplied with an ear-phone or a speaker system;
 - b) devices used during driving lessons and respective test, under the terms set in a regulation.
3. The installation and use of any instruments, devices or products liable to reveal the presence, or disturb the operation, of any instruments intended for the detection or registration of any violations are also prohibited.

SECTION XIV

Documents

ARTICLE 84

(Documents that the driver must be bearer of)

1. Whenever he/she circulates on a public road with a motor vehicle, the driver must have following documents with him/her:
 - a) identity book or passport;
 - b) driver's license or driver's permit;

- c) insurance certificate.
2. In the case of a motor vehicle, motorcycle, moped, agricultural or forestry tractor, or trailer, the driver must also have the following documents with him/her.
 - a) vehicle ownership registration document or equivalent document;
 - b) vehicle “livrete” (vehicle registration document) or a document replacing it;
 - c) vehicle periodic inspection form, when compulsory by law.
3. In the case of a pedal cycle or an animal-drawn vehicle, the respective driver must have his/her identity book or passport with him/her.

ARTICLE 85
(Special norms)

The driver who has had annotated in his/her driver’s document the use of glasses, aids of any kind or other devices must use them when driving.

SECTION XV
Behaviour in the Case of Any Breakdown or Accident

ARTICLE 86
(Vehicle forced to come to a standstill due to a breakdown or an accident)

1. Whenever a vehicle is forced to come to a standstill as a result of a breakdown or accident, the driver must immediately and properly park it or, should this not be possible, remove the vehicle from the roadway or bring it as close as possible to the right-hand side of the roadway and proceed to quickly remove it from the public road.
2. Whilst the vehicle has not been properly parked or removed, the driver must adopt the necessary measures so that other road users realize it is there, using for such purpose the signal devices envisaged in this Code and supplementary legislation.
3. Repairing the vehicle on the public road is prohibited, except if it is indispensable for its removal or, in the case of an easily repairable breakdown, for it to continue moving.

ARTICLE 87
(Danger pre-signalling sign)

1. All motor vehicles in circulation must be equipped with a danger pre-signalling sign and a vest, both of which must be retro reflective and of an officially approved model.
2. The use of the danger pre-signalling sign is compulsory whenever the vehicle is standing still on the roadway or on the shoulder or has had its load fallen off onto the roadway or shoulder or onto the road surface.

3. The sign must be vertically placed in relation to the road surface and to the roadway centre, at a distance that must never be less than 30 metres from the vehicle's rear or from the load to be marked and in such a way that it is quite visible from a distance of at least 100m.
4. Under the circumstances mentioned in paragraph 2, anyone who places the danger pre-signalling sign, repairs the vehicle or removes the load, must use the retro reflective vest.
5. The characteristics of the danger pre-signalling sign and of the retro reflective vest will be set in a regulation.

ARTICLE 88

(Identification in the case of an accident)

1. Any driver who is a party to an accident must provide the other parties his/her identification, the identification of the vehicle's owner and of his/her insurer, and also the policy number, and show the documents proving this, if requested to do so.
2. If there are any dead or injured people as a result of the accident, the driver must wait for the arrival of a police officer. Should there be injured people, he/she must promptly provide aid.

CHAPTER II

Special Provisions for Motorcycles, Mopeds and Pedal Cycles

SECTION I

Special Rules

ARTICLE 89

(Driving rules)

1. Drivers of motorcycles, mopeds or pedal cycles are forbidden to:
 - a) drive with their hands out of the handle bar, except to perform some manoeuvre;
 - b) proceed with their feet out of the pedals or supports;
 - c) have themselves towed;
 - d) lift the front or rear wheel when starting or driving;
 - e) drive next to one another, except if they circulate on a special lane and do not endanger or hinder traffic.
2. Pedal cycle drivers must circulate as close as possible to shoulders or sidewalks, even in those cases where two or more queues in the same direction may be possible.

SECTION II
Transport of Passengers and Cargo

ARTICLE 90
(Transport of passengers)

1. Transporting passengers younger than seven years in motorcycles and mopeds is prohibited, except in the case of vehicles provided with a hard box not intended just for transporting cargo.
2. Transporting passengers in pedal cycles is prohibited.

ARTICLE 91
(Transporting cargo)

1. Transporting cargo in a motorcycle, moped or pedal cycle may only be made in a trailer or a cargo box.
2. Drivers and passengers of the vehicles mentioned in the previous paragraph are not allowed to transport objects that may impair driving or endanger the safety of people and things or hinder traffic.

SECTION III
Lighting

ARTICLE 92
(Use of light signals and lights)

The provisions of article 59 of this Code regarding the light signals and lights are applicable to motorcycles and mopeds, with the necessary adjustments.

ARTICLE 93
(Light breakdown)

1. In case of a breakdown of the motorcycle or moped lights, the provisions of article 62 are applicable, with the necessary adjustments.
2. In the case of light breakdown, pedal cycles must be manually driven.

ARTICLE 94
(Warning signs)

The provisions of article 63 are applicable to motorcycles and mopeds when they are provided with indicator lights, with the necessary adjustments.

CHAPTER II Special Provisions for Animal-Drawn Vehicles and Animals

ARTICLE 95 (Special provisions)

1. The driver of any animal-drawn vehicles or of animals must drive them in such a way as to always maintain control over their movement and avoid hindering or endangering traffic.
2. On bridges, tunnels and level crossings, drivers of animals, whether they be attached or not, must make them proceed at a steady pace.
3. The entrance of any cattle in a public road must be properly indicated by their respective driver and they must follow along pathways or servitudes intended for such purpose.
4. Whenever the use of light signals is compulsory under the terms of article 59, drivers of animal-drawn vehicles or of animals in a group must use a white light lantern which is visible on both directions.

ARTICLE 96 (Local regulation)

Regarding everything else that is not included in this Code, the circulation of animals and of animal-drawn vehicles is the subject of regulation by the local competent body.

HEADING III Pedestrian Circulation

ARTICLE 97 (Locations and conditions under which they may circulate)

1. Pedestrians must circulate along sidewalks, lanes or crossings that are intended for them or, should these be missing, along the shoulders.
2. However, pedestrians may circulate along the roadway, provided they do it in a prudent manner and in such a way as not to hinder vehicle circulation, in the following cases:
 - a) when they are crossing it;
 - b) in the absence of the locations mentioned in paragraph 1 or should it be impossible to use them;
 - c) when they are transporting any objects which, due to their size or characteristics, may constitute a danger for the circulation of other pedestrians;

light directed to the front and a red light directed to the back, both on the left-hand side of the procession or formation.

ARTICLE 101
(Drivers' precautions)

1. When approaching an indicated pedestrian crossing, the driver must let the pedestrians who may have already started crossing the roadway pass, even if the robot lights allow him/her to proceed.
2. When changing direction, even if there is no crossing indicated for the crossing of pedestrians, the driver must reduce his/her speed and, if necessary, stop to let the pedestrians who are crossing the roadway into which he/she is going to enter, pass.
3. The bodies responsible for marking the pedestrian crossings must watch over their maintenance so that they are always in good visibility conditions.

ARTICLE 102
(Equivalence to pedestrian traffic)

The following is equivalent to pedestrian traffic:

- a) driving manual cars;
- b) manual driving of two-wheeled pedal cycles without a trailer and children's cars or a car for a handicapped person;
- c) circulation of people using skates, scooters or other similar means of circulation;
- d) circulation of wheelchairs, whether equipped with an electrical motor or not.

HEADING IV
Vehicles

CHAPTER I
General Classification of Vehicles

ARTICLE 103
(Motor cars)

A motor car is a vehicle with a propulsion engine, provided with at least four wheels, with a tare weight higher than 550kg, whose maximum speed is, by construction, higher than 25km/h and, because of its function, is intended for circulating on the public road, without the use of rails.

ARTICLE 104
(Motor car classes and types)

1. Motor vehicles are classified as follows:
 - a) light motor vehicles: vehicles whose gross weight is equal to or less than 3500kg, with a seat capacity not higher than nine seats, including the driver's;
 - b) heavy motor vehicles: vehicles whose gross weight is higher than 3500kg, with a seat capacity higher than nine seats, including the driver's.

2. Depending on their use, light or heavy motor cars are included in the following types:
 - a) passenger vehicles: vehicles intended for the transportation of people;
 - b) goods vehicles: vehicles intended for the transportation of cargo;
 - c) mixed vehicles: vehicles intended to the alternate or simultaneous transportation of people and cargo;
 - d) tractors: vehicles built to develop a traction drive, without including payload;
 - e) special vehicles: vehicles intended to perform a specific function, that may be different from the normal transportation of passengers or cargo.

ARTICLE 105
(Motorcycles, mopeds and quadrucycles)

1. A motorcycle is a vehicle provided with two or three wheels, with a propulsion engine and an engine capacity higher than 50cc or that, by construction, exceeds the speed of 45km/h.
2. A moped is a vehicle provided with two or three wheels, with a propulsion engine and an engine capacity not higher than 50cc and with a maximum speed that, by construction, does not exceed the speed of 45km/h.
3. Vehicles provided with four wheels and whose tare weight does not exceed 550kg are included in the motorcycle or moped category according to their characteristics, namely, engine capacity and maximum speed.

ARTICLE 106
(Agricultural vehicles)

1. An agricultural or forestry tractor is a vehicle with a propulsion engine, with two or more shafts, built to develop a traction drive, occasionally equipped with agricultural implements or other machines and predominantly intended for agricultural work.
2. An agricultural or forestry machine is a vehicle with a propulsion engine, with two or more shafts, intended for carrying out agricultural or forestry work, considered as heavy or light depending on whether its gross weight exceeds 3500kg or not.

3. A two-wheeled tractor is a vehicle with a propulsion engine, with only one shaft, intended for carrying out agricultural or forestry work, which may be driven by a driver on foot or in a semi-trailer or with a rear cart attached to the vehicle.
4. A tractor car is a vehicle with a propulsion engine, with two or more shafts, provided with a cargo box intended for transporting agricultural or forestry produce and whose gross weight does not exceed 3500kg.

ARTICLE 107
(Other motor vehicles)

1. A vehicle on rails, regardless of its propulsion system, moves on rails.
2. An industrial machine is a vehicle with a propulsion engine, with two or more shafts, intended for carrying out industrial works and which only occasionally circulates in the public road, considered as heavy or light depending on whether its gross weight exceeds 3500kg or not.

ARTICLE 108
(Trailers)

1. A trailer is a vehicle intended to circulate attached to a motor vehicle.
2. A semi-trailer is a vehicle intended to circulate attached to a motor vehicle, laying its front part down and distributing its weight over it.
3. The vehicles mentioned in the previous paragraphs are called agricultural or forestry trailers or semi-trailers, when they are intended to be attached to an agricultural tractor or a two-wheeled tractor.
4. A towable agricultural or forestry machine is a machine intended for agricultural or forestry work that only circulates on the public toad when towed.
5. A towable industrial machine is a machine intended for agricultural work that only circulates on the public toad when towed.
6. To each motor vehicle may not be attached more than one trailer.
7. The use of trailers for public passenger transport is prohibited.
8. From the provisions of paragraphs 6 and 7 are excepted the use of a small trailer intended for the transportation of luggage in passenger vehicles, as well as small trailers for the transportation of agricultural or forestry produce, attached to agricultural or forestry vehicles.

ARTICLE 109

(Single vehicles and sets of vehicles)

1. The following are considered to be single vehicles:
 - a) a heavy motor vehicle consisting of two rigid segments permanently connected by an articulated section allowing a connection between both;
 - b) a tourist train consisting of a tractor and one or more trailers intended for the transportation of passengers for short trips and for tourist or leisure purposes.
2. A set of vehicles is a group consisting of a tractor and its trailer or semi-trailer.
3. For circulation purposes, a set of vehicles is equivalent to a single vehicle.

**ARTICLE 110
(Pedal cycle)**

A pedal cycle is a vehicle with two or more wheels driven by the driver's own efforts by means of pedals or similar devices.

**ARTICLE 111
(Trailer of two-wheeled vehicles and side-car)**

1. Motorcycles, mopeds and pedal cycles may attach at their rear a trailer with one shaft intended for transporting cargo.
2. Motorcycles whose engine capacity is higher than 125cc may attached a side-car intended for transporting one passenger.

**CHAPTER II
Characteristics and Transformation of Vehicles**

**ARTICLE 112
(Characteristics)**

1. The characteristics of vehicles and their respective systems, components and accessories are set in a regulation.
2. All systems, components and accessories of a vehicle are considered to form an integral part of it and, except occasional and unexpected breakdowns that must be properly justified, their non-operation is equivalent to their absence.
3. Motor vehicle, motorcycle, moped, agricultural tractor, tractor car, trailer and semi-trailer models, as well as their respective systems, components and accessories, are subject to approval by the manufacturer in accordance with the rules set at a national or international regulation.

ARTICLE 113
(Transformation)

1. Vehicle transformation is considered to be any change to its constructive or functional characteristics.
2. The transformation of motor vehicles and their trailers may be authorized under the terms set in a regulation.

CHAPTER III
Vehicle Inspections

ARTICLE 114
(Types of inspections)

1. All motor vehicles and their trailers must be subject to inspection under the terms established in a regulation, for:
 - a) identification of motor vehicles and trailers, checking their regulatory characteristics and their conformity with the legal approval requirements;
 - b) allocation of a registration number;
 - c) approval of any changed constructive or functional characteristics;
 - d) periodic verification of their characteristics and safety conditions.
2. The subjection to the inspection of the vehicles mentioned in the previous paragraph may also be determined when, as a result of any changed constructive or functional characteristics, of an accident or other causes, there are well-founded suspicions regarding their safety conditions or doubts as to their identification.
3. The inspections mentioned in sub-paragraphs *a)*, *b)* and *c)* of paragraph 1 and 2 of this article constitute an activity exclusively reserved for the Road Traffic Department.
4. The inspections of motor vehicles and trailers of a merely technical and mechanical nature intended to verify their safety conditions as mentioned in sub-paragraph *f)* of paragraph 1 of this article may be undertaken by private bodies of acknowledged good repute and technical skill, under the supervision of the Road Traffic Department.
5. For the purposes of the provisions of paragraph 4, the Road Traffic Department enters into management or service provision concession contracts with these bodies, following a previous recommendation by the National Road Transport Directorate, under the terms to be regulated by a joint executive decree from the Ministers of the Interior and of Transport.

6. Any inspection expenses are borne by vehicle owners.
7. From the revenue of the contracted body is collected a 10% levy, which will constitute revenue for the General Budget.

CHAPTER IV Vehicle Registration

ARTICLE 115 (Subjection to Registration)

1. Motor vehicles and their trailers will only be allowed to circulate provided they are subject to registration where the characteristics that permit them to be identified are included.
2. From the provisions of the previous paragraph are excepted vehicles moving on rails and trailers whose gross weight does not exceed 300kg.
3. The vehicle registration must be requested from the competent authority by the individual or legal person that acquires, imports or puts it to circulation in the country.
4. Motor vehicles and trailers that must be submitted for customs clearance by the bodies responsible for their admission, importation, assembly or manufacture, may leave customs with a registration exemption, under the conditions set in its own ruling.
5. The registration characteristics are included in its own ruling.
6. The recording and registration of any right-hand steering wheel motor vehicles is prohibited.

ARTICLE 116 (Vehicle identification document)

1. Every registered vehicle must be issued a document intended to certify its respective registration, whose model was approved by Decree no. 70/02 of 1 November.
2. Any single or legal person who is the owner, purchaser with property reservation, usufructuary, lessee in a leasing system or who, because of a fact subject to registration, has the vehicle in his/her/its possession and is therefore responsible for its circulation, is the title-holder of the vehicle identification document.
3. The purchaser or the person in whose favour reverts the right conferring the holding of the vehicle identification document must, within 30 days from the acquisition or

the constitution of such right, report such fact to the authority responsible for the registration.

4. The seller or the person who, in any legal capacity, transfers to anyone else the holding of the right over the vehicle must report such fact to the authority responsible for allocating the registration, under the terms and within the period mentioned in the previous paragraph, identifying the purchaser or the person in whose favour the right has been constituted.
5. In the case of change of residence or head-office, the title-holder of the vehicle identification document must report such change to the competent authority within 30 days and request the respective annotation.
6. When the vehicle identification document is lost or is in such condition that any indication or annotation therein is illegible, the respective title-holder must request a duplicate copy or a replacement, depending on the case.
7. Only the authority that is competent to issue a vehicle identification document may register any annotation or a stamp in such document.
8. Every registered vehicle must have number plates with the respective registration number, under the terms set in its own ruling.

ARTICLE 117
(Registration cancellation)

1. Without prejudice of the cancellation made by official authorities, the owner must request the registration to be cancelled, within 30 days, when the vehicle is disabled or has disappeared.
2. Any vehicle that has suffered such damages that make it impossible for it to circulate or that seriously affect its safety conditions is considered to be disabled.
3. Any vehicle whose location has been unknown for over three years is considered to be missing.
4. The owner who wishes to cease using his/her vehicle on the public road may request the registration to be cancelled, provided that there are no non-cancelled or non-expired onus or charges falling over such vehicle, to be informally verified.
5. If the owner is not the title-holder of the vehicle identification document, under the terms of paragraph 2 of article 116, the cancellation must be requested together by the owner and by the title-holder of such document.
6. Whenever they intervene in any act arising from the disablement or disappearance of a vehicle, insurers are bound to report such fact and to forward the vehicle

identification document and the property ownership registration document to the competent authorities.

7. Without prejudice of the provisions of paragraph 1, courts, traffic supervision authorities or other public bodies must report to the competent authorities the cases of any vehicle disablement which they become aware of when performing their duties.
8. The competent authority may authorize that cancelled registrations be restored or, in exceptional cases that have previously been determined, that new registrations be allocated to vehicles that have previously been registered in the country.

CHAPTER V **Special System**

ARTICLE 118 **(Special system)**

The norms of the present ruling are not applicable to vehicles belonging to military or security forces and to the diplomatic corps, which are governed by their own rulings.

HEADING V **Legal Qualification to Drive**

CHAPTER I **Driving Qualification**

ARTICLE 119 **(General principles)**

1. A motor vehicle may only be driven on the public road by whoever is legally qualified to so.
2. Learners and candidates who must compulsorily be registered at a driving school, under the terms of the applicable legislation, are also allowed to drive motor vehicles.
3. Driving tests, whose theoretical part, whether written or in multimedia form, is compiled in accordance with the Legal Driving Qualification ruling, are overseen by the Road Traffic Department.
4. The driving of vehicles belonging to military or security forces on public roads is governed by special legislation.

ARTICLE 120

(Driving documents)

1. The document that contains the qualification to drive motor vehicles and motorcycles is called driver's licence and is included in the model approved by Decree no. 69/02 of 1 November.
2. The documents containing the qualification to drive mopeds and motorcycles whose engine capacity is not higher than 50cc and other motor vehicles not mentioned in the previous paragraph are called driver's permit.
3. The document mentioned in paragraph 1 of this article is issued and revalidated by the Road Traffic Department.
4. The documents mentioned in paragraph 2 of this article are issued and revalidated by the provincial governments and are valid for the vehicle categories and periods recorded in them.
5. A driving document issued in favour of a driver who is not yet qualified for any vehicle category has a temporary nature and will only be converted into a definitive document if the driver does not commit any serious violation over the first two years.
6. if, during the period mentioned in the previous paragraph, an action is brought for a crime or an offence corresponding to a driving prohibition or disqualification, the driving document will lapse and its holder has to be submitted to a new test as if he/she had never acquired a driver's license.
7. If, during this period, the holder does not commit any serious violation, the driver's license becomes a definitive one.
8. Under the terms established in a regulation, the competent authorities for issuing the driving documents must arrange for the registration of the documents that were issued, where the identity and address of their respective holders are included.
9. Whenever they change their address, drivers must inform the authority responsible for issuing the driving documents of such fact, within 30 days.

ARTICLE 121
(Driver's license)

1. A driver's license qualifies someone to drive one or more of the following vehicle categories:
 - A1. A moped with or without a side seat for passengers, a moped with three or four wheels with an engine capacity not higher than 125cc, or an engine propelled by electrical power, or a vehicle with pedals and an engine, or an electrical engine that is an integral part of the engine or adjoined to it and that is designed or

adapted to be propelled by means of pedals, engine or both pedals and an engine, but which does not include:

- a) any engine propelled by electrical power derived from batteries that is controlled by the pedestrian;
- b) or any vehicle with a tare weight not exceeding 230kg, specifically designed and built, not simply adapted to be used by any physically enfeebled person or any elderly person and used only by such a person.

A. A motorcycle with or without a side seat for passengers or a four-wheeled motorcycle with an engine capacity higher than 125cc, or any other vehicle for which a A1 class license is necessary.

B. A motor vehicle, which would be:

- a) a motor vehicle, except a three or four-wheeled motorbike or a motorcycle, with a tare weight not exceeding 3500kg;
- b) a cargo vehicle, a van, a bus, with a gross weight not higher than 3500kg or with a seating capacity not higher than nine seats, including the driver's, with or without a trailer, with a gross weight not exceeding 750kg, but which does not include an articulated motor vehicle;
- c) a tractor or a motor vehicle that is a type of agricultural or industrial equipment or machinery not basically intended for the transportation of people and goods, whose tare weight does not exceed 3500kg.

C1. A motor vehicle, which would be:

- a) a motor vehicle, whose tare weight is above 3500kg but below 16 000kg;
- b) a van, a bus or a cargo vehicle, with a gross weight exceeding 3500kg but lower than 16 000kg;
- c) a motor vehicle that is a type of agricultural or industrial equipment or machinery not basically intended for the transportation of people and goods, whose tare weight does not exceed 16 000 kg;
- d) any other motor vehicle for which a B class license is necessary.

C. A motor vehicle, which would be:

- a) a motor vehicle, whose tare weight is above 16 000kg;
- b) a cargo vehicle, a bus, with a gross weight exceeding 16 000kg, with or without a trailer, whose gross weight does not exceed 750kg or with a seat capacity higher than nine seats, but which does not include an articulated vehicle;
- c) a motor vehicle that is a type of agricultural or industrial equipment or machinery not basically intended for the transportation of people and goods, whose tare weight exceeds 16 000 kg;
- d) any other motor vehicle for which B or C1 class licenses are necessary.

EB.A motor vehicle, which would be:

- a) an articulated motor vehicle, where the gross weight of the tractor truck does not exceed 3500kg;
- b) a combination of a motor vehicle and a trailer, where the gross weight of the trailer exceeds 750kg, but where the gross weight of the tractor vehicle does not exceed 3500kg, or any other motor vehicle for which a B class license is necessary.

EC1. A motor vehicle, which would be:

- a) a traction drive vehicle, an articulated motor vehicle, where the gross weight of the tractor truck exceeds 3500kg, but not exceeding 16 000kg;
- b) a combination of a motor vehicle and a trailer, the gross weight of the trailer exceeding 750kg, but the gross weight of the tractor vehicle not exceeding 16 000kg, or any other motor vehicle for which B, C1 or EB class licenses are necessary.

EC. A motor vehicle, which would be:

- a) an articulated motor vehicle, with the gross weight of the tractor truck exceeding 16000kg;
- b) a combination of a motor vehicle and a trailer, where the gross weight of the tractor vehicle exceeds 16 000kg, or any other type of motor vehicle for which B, C1, EB or EC1 class licenses are necessary.

2. The holders of driver's licenses that are valid for the C1, C, EC and EC1 categories are qualified to drive class B vehicles.
3. Driver's licenses that have been issued to handicapped people, if the latter do not have specially adapted vehicles, must always mention all restrictions imposed on the driver and the adaptations of the vehicle that he/she is allowed to drive.

ARTICLE 122 (Driver's permit)

1. The driver's permits that paragraph 2 of article 120 refers to are as follows:
 - a) for mopeds and motorcycles whose engine capacity is not higher than 50cc;
 - b) for agricultural vehicles.
2. The driver's permit mentioned in sub-paragraph a) of the previous paragraph qualifies the driver to drive one or both vehicle categories annotated therein.
3. The driver's permit for agricultural vehicles qualifies the driver to drive one or more of the following vehicle categories:

- a) two-wheeled tractors with a semi-trailer or rear cart and tractor cars whose gross weight is not higher than 2500kg;
 - b) simple agricultural or forestry tractors or tractors with equipment mounted on them, provided their maximum weight does not exceed 3500kg;
 - c) agricultural or forestry tractors with a trailer or a towed agricultural or forestry machine, provided that the gross weight of the assembly does not exceed 6000kg;
 - d) light agricultural or forestry machines and tractor cars with a gross weight higher than 2500kg;
 - e) agricultural or forestry tractors with or without a trailer and heavy agricultural machines.
4. Holders of a driver's permit valid for motorcycles whose engine capacity is not higher than 50cc are considered to be qualified to drive mopeds.
 5. Holders of a driver's permit for agricultural vehicles valid for category I vehicles are considered to be qualified to drive industrial machines with a gross weight not higher than 2500kg.
 6. Holders of a driver's permit for agricultural vehicles valid for category II vehicles are considered to be qualified to drive category I vehicles.
 7. Holders of a driver's permit for agricultural vehicles valid for category III vehicles are considered to be qualified to drive category I and II vehicles.

ARTICLE 123
(Other documents)

1. In addition to the documents mentioned in articles 121 and 122, the following also qualify someone to drive motor vehicles:
 - a) special driver's permits;
 - b) driver's permits issued by a foreign State, provided that the Angolan State is bound to recognize them, by international agreement or treaty;
 - c) driver's permits issued by a foreign State, provided that it recognizes a similar validity to national documents;
 - d) international driver's permits.
2. The conditions for issuing the driver's permits mentioned in sub-paragraph *a)* in the previous paragraph, as well as special driving authorizations, are set in a regulation.
3. Holders of the driver's permits mentioned in sub-paragraphs *c)* and *d)* of paragraph 1 are only authorized to drive motor vehicles if they do not normally reside in Angolan territory.

4. Holders of the driver's permit mentioned in paragraph 1 are only authorized to drive if they are the minimum age required for qualifying for them, under the terms of this Code.
5. Under the terms of national or international legislation, the driving of vehicles allocated to certain kinds of transport or services may also depend upon the holding of the corresponding qualification or professional licensing document.

CHAPTER II Requirements

ARTICLE 124 (Obtaining driving documents)

1. Anyone who cumulatively meets the following requirements may obtain a driving document:
 - a) is the minimum age according to the category that he/she wishes to qualify for;
 - b) has the necessary physical, mental and psychological capacity, certified by means of a medical certificate, following a medical and health inspection;
 - c) has at least the 6th grade;
 - d) resides within national territory;
 - e) is not serving a driving prohibition or qualification penalty or a driver's license concession ban;
 - f) has passed in the respective driving test.
2. To obtain a driver's license, the following minimum ages are required, in accordance with the desired qualification:
 - a) subcategory A1: 16 years old;
 - b) categories A, B and EB: 18-years old or 21-years old for a professional qualification;
 - c) categories C, EC; C1; and EC1: 18-years old or 21-years old for a professional qualification.
3. To obtain a driver's license, the following minimum ages are required, in accordance with the desired qualification:
 - a) mopeds: 16-years old;
 - b) motorcycles with an engine capacity not higher than 50cc: 16-years old;
 - c) agricultural vehicles: 18-years old.
4. The following are set in a regulation:

- a) the minimum physical, mental and psychological capacity requirements to be able to drive and the methods to prove it;
- b) the different parts making up the driving tests;
- c) the validity period of the driving documents in accordance with the age of their holders and how to revalidate them.

ARTICLE 125
(Special conditions for professional drivers)

1. A professional driver's license is issued to individuals who are at least 21-years old.
2. The license mentioned in the previous paragraph may also be issued to individuals who are 18-years old provided that, in this case, they have passed an aptitude test whose requirements will be set in a regulation.
3. The capacity as driver of a passenger public service is annotated on the professional driver's license, if the following conditions are met:
 - a) he/she is at least 25-years old and at most 60-years old;
 - b) has at least the 8th grade;
 - c) has two years of experience, properly corroborated, in the C1 or C category for goods transportation;
 - d) has a professional aptitude certificate after attending a training course under the terms to be set in a regulation.

ARTICLE 126
(Change of driving documents)

1. The following individuals may also obtain a driving document and exemption from the respective test, by submitting a valid document they may have and proof of the requirements defined in sub-paragraphs *a)* to *d)* of paragraph 1 of article 124:
 - a) holders of driver's permits obtained in other countries with which there is a bilateral equivalence and document change agreement;
 - b) holders of driver's permits obtained by other countries, provided they prove that such permits were obtained after passing a test whose difficulty level is at least identical to the one envisaged in the Angolan legislation.
2. The driver's permits mentioned in the previous sub-paragraphs will not be changed when they state that they have already been obtained by means of a change of a similar document issued by the authorities of another country.

CHAPTER III
New Tests and Lapse

ARTICLE 127
(New tests)

1. Should there be well-founded doubts regarding the physical, mental or psychological capacity or the ability of a driver or candidate driver to drive safely, the competent authority will determine whether he/she is to be subjected, either singly or cumulatively, depending on the case, to a medical inspection, a psychological test and a new driving test or any one of its parts.
2. The existence, within a three-year period, of five violations sanctionable with a 3 to 12 month driving disqualification or of three such violations if they are violations to which corresponds a 2 to 24 month driving disqualification, constitutes a motive to call into question the psychological capacity or the capacity of a driver to drive safely.
3. If a court knows of a violation to which corresponds a driving prohibition or disqualification and if there are grounds to assume that such prohibition and disqualification derives from a dangerous inability or incapacity regarding the safety of people and property, it must determine that the driver be submitted to a medical inspection and to the tests mentioned in paragraph 1.
4. Should it not be possible to prove the requirement envisaged in sub-paragraph *b*) of paragraph 1 of article 126, or when the authority responsible for changing a driving document has well-founded doubts regarding its authenticity, such change may be dependent upon passing a new driving test.

ARTICLE 128
(Lapse of driving document)

1. The driving document lapses if:
 - a*) it is not revalidated under the terms set in a ruling, exclusively with regard to the category or categories covered by the revalidation need;
 - b*) its holder does not submit to any of the tests that paragraphs 1 and 3 of the previous article refer to, or fails any of them.
2. The driving document revalidation, change and replacement depend upon the previous completion of any penalties applied to the driver.
3. The holders of a lapsed driving document may only obtain a new similar document after passing the test, admission to which is applicable the system in force for those who are not qualified to drive:
 - a*) under the terms of sub-paragraph *a*) of paragraph 1, when the lapse of the qualification has occurred at least two years ago, except if they prove that they were the holders of a similar document that was valid during that period;

- b) under the terms of sub-paragraph b) of paragraph 1, because of failure at, or absence from the driving test or due to failure at, or absence from a medical or psychological test, when the lapse of the qualification has occurred at least two years ago.
4. For all legal purposes, the holders of a lapsed driving document are considered to be not qualified to drive the vehicles for which such document was issued.

HEADING VI **Public Liability**

CHAPTER I **General Provisions**

ARTICLE 129 **(Compulsory insurance scope)**

1. Motor vehicles and their trailers may only circulate on the public road provided that a motor public liability insurance covering the whole country is taken, under the terms of special legislation.
2. The obligation to insure falls upon the vehicle's owner, excepting the cases of usufruct, sale with property reservation and leasing system, where such obligation falls, respectively, on the usufructuary, purchaser or lessee.

ARTICLE 130 **(Public liability of drivers and owners of vehicles and animals)**

Compensation for loss and damage arising from acts performed by drivers and owners of vehicles and animals is governed by Civil Law.

ARTICLE 131 **(Sporting events insurance)**

The authorization to hold, on the public road, sporting events for motor vehicles and their respective official training sessions is dependent upon the taking up, by the organizer, of an insurance covering his/her public liability, and also that of the vehicle owners or holders and that of participants, which may arise from any damages as a result of any accidents caused by such vehicles.

CHAPTER II **Responsibility for Violation of Road Code Norms**

ARTICLE 132
(Applicable legislation)

Any crimes and offences committed when driving are punishable under the terms of the Criminal Legislation and of this Code, and the alterations included in this chapter.

ARTICLE 133
(People responsible for transgressions)

1. The responsibility for the driving violations mentioned in this Code and supplementary legislation falls upon the agent of the act that constitutes the violation, without prejudice of the provisions in the following paragraphs.
2. The owner, purchaser with property reservation, usufructuary, lessee or the person who, because of a fact subject to registration, has the vehicle in his/her possession, is responsible for the violations relating to the provisions restricting the admittance of the vehicle to traffic on public roads.
3. If the people mentioned in the previous paragraph prove that the vehicle driver misused the vehicle or disobeyed the orders, instructions or conditions of any granted authorization, their responsibility ceases, and in that case the driver is responsible.
4. Driver candidates will answer for any violations committed during the driving test.
5. The following people are also responsible for the violations envisaged in this Code and supplementary legislation:
 - a) any principals who demand from drivers an effort that is unsuitable for safe driving or that subject them to a timetable that is not compatible with the need to rest, if the violations are a result of the driver's tiredness;
 - b) any parents or guardians who are aware of the inability or imprudence of their under-aged children or wards and do not prevent them from driving, when they could have done so;
 - c) people who facilitate the use of vehicles to people who are not properly qualified to drive, who are under the influence of alcohol or of narcotic substances or who are subject to any other form of reduction of the physical or psychological faculties required for driving;
 - d) drivers of vehicles transporting under-aged children or passengers who cannot be held responsible and who allow them not to use the compulsory safety accessories.
6. Drivers are responsible for any violations committed by learners, provided that they do not arise from any disobedience to the instruction indications.

ARTICLE 134
(Negligence)

With regards to the violations mentioned in this Code and supplementary legislation, any negligence is always punished.

ARTICLE 135
(Concurrence of violations)

1. If the same act is simultaneously a crime and an offence, the agent is always punished for the crime.
2. Any sanctions applied to concurrent offences are always materially cumulated.

ARTICLE 136
(Fines)

The fines applied under the terms of this Code are subject to an additional 10% meant for the provincial governments.

ARTICLE 137
(Dangerous manoeuvres and driving disqualification)

1. Without prejudice of the fine that may be applied to them, drivers who perform any driving manoeuvres considered to be dangerous and liable to endanger road safety are disqualified from driving for the period determined by the court.
2. The following violations, which correspond to very serious offences, are considered to be dangerous manoeuvres, which determine a 2 to 24 month driving disqualification:
 - a) stopping or parking on roadways, outside urban areas, less than 50m away from insufficient visibility crossroads and junctions, curves and crests and also stopping or parking on lanes of freeways or similar roads;
 - b) parking at night on roadways, outside urban areas;
 - c) not using the danger pre-signaling sign, when compulsory, on freeways and similar roads;
 - d) using main-beams and thus causing glare for others;
 - e) entering or exiting freeways or similar roads through different ways from the accesses intended for such purpose;
 - f) using on freeways or similar roads the traffic barriers or any openings that may eventually exist therein;
 - g) the violations mentioned in sub-paragraphs a), e) and l) of the following paragraph, when committed on freeways or similar roads;
 - h) the violation mentioned in sub-paragraph b) of the following paragraph, when exceeding the speed limit by more than 60km/h or 40km/h, respectively, as well as the violation mentioned in sub-paragraph c) of the same article, when exceeding the speed limit by more than 40km/h;

driving aid or emergency service vehicles, school transport vehicles, public transport light rental vehicles, passenger or goods heavy vehicles, or hazardous goods transport vehicles, and also on the offender's economic situation; the driver's background regarding compliance with traffic laws and regulations must also be taken into account.

ARTICLE 139

(Special mitigation of the driving disqualification sanction)

1. The driving disqualification sanction may be suspended or specially mitigated, taking into account the circumstances of the violation, if the driver has not committed any other violation over the last 5 years.
2. The minimum and maximum limits of the driving disqualification sanction imposed for the violations to which corresponds a 2 to 24 month driving disqualification may be reduced to half, under the conditions mentioned in the previous paragraph.

ARTICLE 140

(Suspension of the enforcement of the driving disqualification sanction)

1. The enforcement of the driving disqualification sanction may be suspended if the assumptions which the suspension of the penalty enforcement depend upon, according to the general criminal law, are present.
2. The suspension of the enforcement of the driving disqualification sanction may be restricted to the submission of a good conduct guarantee.
3. The suspension period is defined as between six months and two years.
4. The good conduct guarantee is defined as between 800 and 4000 UCF, taking into account the duration of the driving disqualification and the offender's economic situation.

ARTICLE 141

(Cancellation of the suspension of the sanction enforcement)

1. The suspension of the enforcement of the driving disqualification sanction will always be cancelled if, during its respective period, the offender commits violations to which correspond a driving disqualification.
2. The cancellation will determine that the sanction whose enforcement was suspended will be served and also the breaking of the guarantee, which reverts in favour of the authority that determined the suspension in the first place.

ARTICLE 142

(Record of driver's violations)

1. Under the terms established in its own regulation, a record is compiled for every driver, where the following must be included:
 - a) crimes committed when driving motor vehicles and their respective penalties and safety measures;
 - b) offences when driving motor vehicles and their respective sanctions.
2. On the driver's violation record, points are allocated for the violations committed according to the following criterion: a serious offence gets 1 point, a very serious offence gets 2 points.
3. To any case where the responsibility of any driver must be assessed is always attached a copy of the entries pertaining to him/her.
4. The driver has access to his/her record, whenever he/she requests this under the legal terms.

ARTICLE 143
(Annulment of driving document)

1. The court may order the annulment of the driving document when:
 - a) in view of the seriousness of the violation and of the driver's personality, the latter must be deemed to be incapable of driving motor vehicles;
 - b) the driver is considered to be dependent on, or have a tendency to abuse alcohol or narcotic substances;
 - c) within a 5-year period, there is an accumulated total of 6 points on the driver's violation record.
2. The dependence on alcohol or narcotic substances is determined by a lab test, which may be ordered in the case of driving under the influence of alcohol or narcotic substances.
3. The practice, within a 5-year period, of three crimes or violations for driving under the influence of alcohol or narcotic substances is liable to reveal a tendency to abuse alcohol or such substances.
4. For purposes of the provisions of paragraph 1, the competent authority must draw up a police report, where it is indicated the annulment grounds, which it will forward to the appropriate court, together with any other information it may deem necessary.

ARTICLE 144
(Prohibition from granting a driving document)

1. When ordering the annulment of the driving document, the court will determine that a new driving document for motor vehicles, of any kind, for a period ranging from 1 to 5 years may not be granted to its holder.
2. When the annulment of the driving document has been ordered in accordance with sub-paragraph *b*) of paragraph 1 of the previous article, the prohibition period for granting a new driving document may be extended for a further 1 to 3-year period if, after the period set during sentencing, the court believes that the situation which led to the annulment persists.
3. The driver who has his/her driving document annulled may only get a new document after passing a driver's test, as required for obtaining a driver's license.

CHAPTER III Procedural Provisions

ARTICLE 145 (General applicable norms)

1. The provisions of this Code and additionally the general norms governing the criminal procedure are applicable to all violations envisaged in this Code and supplementary legislation.
2. If the same act is simultaneously a crime and a violation, it is up to the court that is competent to judge the crime to apply an additional driving disqualification sanction.

ARTICLE 146 (Police report)

1. Upon seeing a violation, the traffic officer will compile a police report or has it compiled, mentioning the acts constituting the violation, the day, time, place and circumstances under which it was committed, the name and capacity of the traffic officer who saw such violation and everything he/she can find out about the identification of the offenders and, if possible, of at least one witness who may testify about it.
2. The police report is signed by the traffic officer that compiled it or had it compiled and, if possible, by the witnesses.
3. The police report drawn up under the terms of the previous paragraphs serves as corroboration, in court, of the acts that the booking officer saw, unless evidence otherwise is submitted.

4. The provisions of the previous paragraph are applicable to the evidence obtained by means of equipment or instruments that have been approved under the legal and regulatory terms.
5. The traffic officer who becomes aware, through a complaint or on his/her own, of a violation that he/she should be aware of, draws up a report, to which are applicable the provisions of paragraphs 1 and 2, with the necessary adjustments.

ARTICLE 147
(Responsibility for the violation)

1. If the traffic officer cannot identify the offender, for identification purposes he/she should undertake the necessary inquiries about who is the owner of the vehicle, purchaser with property reservation, usufructuary, lessee under a leasing system, or about who has possession of the vehicle, because of fact subject to registration. The corresponding case must then be brought against such person.
2. If, within the period granted for the defence, a different person from the ones mentioned in the previous paragraph is identified as the offender, the case is suspended and a new case brought against the person who has been identified as the offender.
3. The case mentioned in paragraph 1 will be filed if the misuse of the vehicle is proven or if it comes to light, under the terms of the previous paragraph, that another person committed the violation.
4. The people mentioned in paragraph 1 are also liable for the payment of any fines and the costs due by the offender, without prejudice of the right of response against the latter.

ARTICLE 148
(Fine payment)

1. Collecting fines for any violation of this Code, as well as for the violation of any other traffic ruling, is accomplished under the following terms:
 - a) upon the perpetration of the violation, if the offender wishes to voluntarily pay the fine that has been applied, in which case the collection will be made via a receipt;
 - b) should the offender not voluntarily pay the fine, he/she will receive a notice requesting him/her to make the payment within 15 days or submit a complaint to the competent authority; depending on the complaint submitted by the defendant, this authority may have the police report filed away;
 - c) in the case of violations to which correspond a driving disqualification, because of the fact that they are deemed to be more serious, the offender, within five days, in accordance with the notification given to him/her, must approach the competent authority, where he/she must make payment and where he/she will be informed of

- the case as regards the application of an additional driving disqualification sanction; he/she may also use the defense envisaged in the previous paragraph;
- d) if, within the periods set for payment, the defendant does not make a submission nor voluntarily pays the fine that has been applied, the competent authority will forward the case to the appropriate court.
2. The voluntary payment of the fine under the terms of the previous paragraphs will determine the filing away of the case, except if a driving disqualification corresponds to the violation, in which case the case will proceed, limited to the application of the driving disqualification.

ARTICLE 149
(Offenders not resident in Angola)

1. If the offender does not reside in the Republic of Angola, payment must be made through the banking system.
2. If the offender declares that he/she wishes to pay the fine or make the respective deposit and cannot do it at the time the violation was committed, the driving document, the vehicle identification document and the vehicle ownership registration document must be seized until payment has effectively been made.
3. In the case envisaged in the previous paragraph, permits replacing the seized documents must be issued, valid until the first working day subsequent to the day the violation took place.
4. Non-payment under the terms of the previous paragraphs will imply the seizure of the vehicle, which will be in force until payment has been made or until judgment has been passed absolving the offender.
5. Any seized vehicle has the same value as a deposit for the payment of any owed amounts.

ARTICLE 150
(Knowledge of the violation)

1. After the police report has been drawn up, the defendant must be notified of the following:
 - a) the facts that constitute the violation;
 - b) the legislation that was infringed;
 - c) applicable sanctions;
 - d) the possibility of the minimum voluntary payment of the fine, as well as the time and place to do so and the consequences of non-payment.

2. A defendant who voluntarily pays the fine is not prevented from submitting his/her complaint regarding the driving disqualification sanction that may be applicable.

ARTICLE 151
(Notifications)

1. Notifications are made in the following manner:
 - a) by personal contact with the notified at the place where he/she is charged or found;
 - b) by registered letter forwarded to the notified's residence or head-office;
 - c) by a simple letter forwarded to the notified's residence or head-office.
2. The notification by personal contact must be made, whenever possible, at the time of charging; it may also be used when the notified is found by the competent authority;
3. If it is not possible, at the time of charging, to behave according to the terms of the previous paragraph or if any other act is at stake, the notification may be made by registered letter forwarded to the notified's residence or head-office.
4. If, for any reason, the letter mentioned in the previous paragraph is returned to the forwarding authority, the notification is forwarded again to the notified, to his/her residence or head-office, by means of a simple letter.
5. For purposes of the provisions of paragraphs 3 and 4, the notified's residence is considered to be the one appearing on the driver's record.
6. The notification under the terms of paragraph 3 is considered to have been made on the third working day subsequent to the day it was forwarded, and the applicable fine must be included on the notification.
7. In the case mentioned in paragraph 4, the official from the competent authority draws up a report in the file indicating the date the letter was forwarded and also the address to which it was sent; the notification is considered to have been made on the fifth day subsequent to the indicated date, and the applicable fine must be included in the notification.
8. When the violation is the responsibility of the owner, of the purchaser with property reservation, of the usufructuary, of the lessee in a leasing system, or of anyone who has possession of the vehicle, because of fact subject to registration, the notification at the time of the charging may be given to the driver.
9. If the notified refuses to receive or sign the notification, the official will testify to such refusal, and the notification is considered to have been made.

HEADING VII Supervision Procedure

CHAPTER I Supervision

ARTICLE 152

(Procedure for supervising driving under the influence of alcohol or of narcotic substances)

1. The following individuals must submit to the tests established for detecting whether they are under the influence of alcohol or of narcotic substances:
 - a) drivers;
 - b) pedestrians whenever they are party to traffic accidents;
 - c) people who propose to start driving.
2. Anyone who performs any acts liable to misrepresent the results of the tests which he/she may be subject to may not use them as evidence.
3. The people mentioned in sub-paragraphs *a)* and *b)* of paragraph 1 who refuse to submit to the tests established for detecting whether they are under the influence of alcohol or of narcotic substances will be punished for disobedience.
4. The people mentioned in sub-paragraph *c)* of paragraph 1 who refuse to submit to the tests established for detecting whether they are under the influence of alcohol or of narcotic substances will be prevented from starting to drive.
5. Any doctor or paramedic who, without justifiable grounds, refuses to perform the tasks envisaged by the law to diagnose whether these individuals are under the influence of alcohol or of narcotic substances will be punished for disobedience.

ARTICLE 153

(Supervision of driving under the influence of alcohol)

1. The test to find alcohol in exhaled air is made by a traffic officer by means of an apparatus approved for this purpose.
2. If the result of the test mentioned in the previous paragraph is positive, the traffic officer must verbally notify the individual of the result and the of legal sanctions arising from such result; the individual may immediately request that a second rebuttal test be made, bearing all expenses connected to it.
3. The second rebuttal test mentioned in the previous paragraph must be made by one of the following methods, according to the individual's will:

- a) a new test, to be made by means of an approved apparatus;
 - b) a blood test.
4. In the case of the new test envisaged in sub-paragraph *a)* of the previous paragraph, the individual must immediately be subject to it and, if necessary, led to a place where this test may be carried out.
 5. If the individual prefers a blood test to be done, he must be led, as quickly as possible, to a health facility, so that the necessary blood sample may be taken for this purpose.
 6. If there is any suspicion that methods liable to instantly change the test result are being used, the traffic officer may have the suspect undergo a medical examination.
 7. If it is not possible to carry out the test for alcohol in exhaled air, a blood sample must be taken from the individual for analysis or, should he/she refuse to do this, a medical examination must be carried out, at a health facility, in order to diagnose whether he/she is under the influence of alcohol.

ARTICLE 154
(Prevention from driving)

1. Anyone who shows a positive result in the test mentioned in paragraph 1 of the previous article or refuses to do it or cannot submit himself/herself to such a test is prevented from driving for a 12-hour period, unless he/she proves, before this period has elapsed, that he/she is not under the influence of alcohol, through a test requested by himself/herself.
2. Anyone who drives not complying with the prevention mentioned in the previous paragraph will be punished for qualified disobedience.
3. The traffic officer will notify the driver, pedestrian or any person who proposes to start driving under the circumstances envisaged in paragraph 1 that they are prevented from driving for the period defined in the same paragraph, under penalty of disobedience.
4. The expenses arising from the test that the final part of paragraph 1 refers to will be borne by the individual, except if they derive from a negative result from the second rebuttal test requested in accordance with paragraph 2 of the previous article.

ARTICLE 155
(Vehicle immobilization)

1. To ensure that the provisions of paragraph 1 of the previous article will be complied with, the vehicle must be immobilized or removed to a suitable compound or location; whenever necessary, the vehicle occupants must be safely led away.

2. All expenses arising from the procedures mentioned in the previous paragraph will be borne by the driver.
3. The vehicle immobilization or removal need not take place if another driver proposes to drive, with the consent of the driver who is prevented from driving, or of the vehicle owner.
4. In the case envisaged in the previous paragraph, the replacement driver must be notified that he/she will be responsible for complying with the prevention mentioned in the previous article, under penalty of disobedience.

ARTICLE 156
(Tests in case of an accident)

1. Drivers and pedestrians who are party to traffic accidents must be submitted to a test to find out the alcohol content in exhaled air, under the terms of article 152, if their health condition allows them to do so.
2. When it is not possible to have performed the test mentioned in the previous paragraph, the doctor at the health facility where the parties are brought to must take a blood sample for a subsequent diagnostic test to determine whether they are under the influence of alcohol.
3. If the test to find out whether there is any alcohol in the blood cannot be performed, the doctor must carry out an expert's test to diagnose whether they are under the influence of alcohol.
4. Deceased people must also be submitted to the test mentioned in paragraph 2.

ARTICLE 157
(Supervision of driving under the influence of narcotic substances)

1. Drivers and people who propose to start driving must be submitted to the legally established tests for detecting any narcotic substances, if there are indications that they are under the influence of such substances.
2. Drivers and pedestrians party to a traffic accident resulting in dead or seriously injured people must be submitted to the tests mentioned in the previous paragraph.
3. The traffic officer will notify:
 - a) drivers and pedestrians that they must submit to the required tests, under penalty of disobedience, and that they are prevented from driving for a 48-hour period, except if, before that period has elapsed, the lab test shows a negative result;

ARTICLE 160
(Other cases of seizure of driving documents)

1. Driving documents must be seized in order to comply with the document annulment, or with a driving prohibition or disqualification.
2. The competent authority must also order the seizure of driving documents if:
 - a) any of the tests made under the terms of paragraphs 1 and 3 of article 127 shows the individual's technical incapacity or physical, mental or psychological inability to drive safely;
 - b) the driver does not submit to any of the tests mentioned in the previous item, except if he/she justifies such absence within five days;
 - c) they have expired under the terms of paragraph 1 of article 128.
3. In the cases mentioned in the previous paragraphs, the driver is notified to hand over his/her driving document within 20 days to the competent authority, under penalty of disobedience.
4. Without prejudice of any punishment for disobedience, if the driver does not hand over his/her driving document under the terms of the previous paragraph, the competent authority may order its seizure, through the supervision authority and its officers.

ARTICLE 161
(Seizure of vehicle identification document)

1. The vehicle identification document must be seized by police authorities or their officers if:
 - a) they suspect it is counterfeit or fraudulent;
 - b) the characteristics of the vehicle it pertains to do not match those mentioned in it, except in the case of duly registered replacement engines or of tyres whose measurements are higher than those indicated therein, adaptable to the wheels;
 - c) it is in such condition that any indication or annotation therein is illegible;
 - d) the vehicle is disabled as a consequence of an accident;
 - e) the vehicle is seized;
 - f) the vehicle is found circulating in unsafe condition;
 - g) an inspection sees that the vehicle does not offer safe conditions or still, if it is used for public transport, it is not comfortable enough;
 - h) the seizure of the vehicle under the terms of paragraph 4 of article 149 has been ordered;
 - i) such action is intended to safeguard the compliance with the penalty that was applied due to evident uncertainty regarding the holder's place of residence and location.

2. With the seizure of the vehicle identification document, all other documents that pertain to the vehicle's circulation are also seized; they will be returned together with the former.
3. In the cases mentioned in sub-paragraphs *a)*, *c)*, *g)* and *i)* of paragraph 1, a valid permit to replace the vehicle identification document must be issued, for the period and under the conditions indicated there.
4. In the cases mentioned in sub-paragraph *b)* and *e)* of item 1, a valid permit must be issued just for the distance up to the vehicle destination.
5. A permit replacing the vehicle identification document must also be issued, which must be valid for the distances that may be needed for the repairs to be made in order to rectify the vehicle situation, and also to submit it for inspection.

ARTICLE 162
(Seizure of vehicle)

1. The vehicle must be seized by police authorities or their officers if:
 - a)* it circulates with registration numbers that do not correspond to it or that have not been legally allocated to it;
 - b)* it circulates without number plates or it is not registered, except in the cases allowed by the law;
 - c)* it circulates with registration number that are not valid for traffic in the country;
 - d)* it circulates after the respective identification document has been seized, except if this has been replaced by a permit issued under the terms of paragraph 4 of the previous article;
 - e)* the respective ownership registration or the holding of the identification document have not been sorted out within the legal period;
 - f)* no public liability insurance has been taken up under the terms of the law.
2. In the cases mentioned in the previous paragraph, the vehicle may not be seized for more than 90 days due to the owner's negligence in rectifying its situation, under penalty of it being forfeited in favour of the State.
3. In the cases mentioned in sub-paragraphs *a)* and *b)* of paragraph 1, the vehicle is placed at the disposal of the appropriate legal authority, whenever a criminal action has been brought against the individual.
4. In the cases mentioned in sub-paragraphs *c)* to *f)* of paragraph 1, the owner may be appointed a safe custodian of the vehicle.

5. In the case of an accident, the seizure mentioned in sub-paragraph *f*) of paragraph 1 continues in force until all compensation arising from such accident has been paid or, if the respective amount has not been determined, until a guarantee for an amount equal to the compulsory insurance minimum amount has been paid.
6. Anyone who is an owner, purchaser with property reservation, usufructuary, lessee in a leasing system or, because of a fact subject to registration, has possession of the vehicle, is responsible for the payment of any expenses caused by the vehicle seizure.

CHAPTER III Vehicle Abandonment, Clamping and Removal

ARTICLE 163 (Improper or abusive parking)

1. The following is considered to be improper or abusive parking:
 - a*) the parking of vehicles parked in locations prohibited by this Code and supplementary legislation, or in locations that are defined as such for safety reasons by police authorities and communicated to the public through the media;
 - b*) the parking of a vehicle, for 60 uninterrupted days, at a location on the public road or in a parking lot or area free from paying any fee;
 - c*) the parking of a vehicle at a parking lot, when the fees corresponding to 15 days' use have not been paid;
 - d*) the parking of a vehicle that stays at a limited parking site more than two hours beyond the permitted period of time;
 - e*) the parking of agricultural vehicles, industrial machines, trailers and semi-trailers not attached to a tractor vehicle and of publicity vehicles that stay in the same location for more than 48 hours, or 30 days, if they park at parking lots intended for such purpose;
 - f*) the parking of a vehicle parked for over 10 consecutive days, even if at a non-prohibited location, and that shows clear signs of abandonment or impossibility of moving away safely by its own means;
 - g*) the parking of a vehicle that has stopped or is parked at the entrance or exit or residences, buildings and garages, thus hindering the entrance and exiting of other vehicles;
 - h*) any stopped, parked or abandoned vehicle that constitutes a clear danger or a serious traffic disturbance.
2. For purposes of sub-paragraph *h*) of paragraph 1, the following are considered to constitute a clear danger or a serious traffic disturbance, in addition to others:
 - a*) on a reserved road or lane or at a stop for collective passenger transport vehicles;
 - b*) on a crossing marked for pedestrian crossing or on sidewalks preventing the latter from walking;

- c)* on the roadway, outside urban areas and at night, except in the case of a properly signaled breakdown;
- d)* at a location preventing the access of vehicles or pedestrians to their properties or to parking sites, or at a location preventing the access or exit of other properly parked vehicles;
- e)* at a location preventing the formation of one or two traffic queues, when traffic is moving, respectively, in one or in both directions;
- f)* parallel to any obstacles meant to carry out works and to police movable and temporary signaling;
- g)* on rectangles painted on the ground, provided that it exceeds or occupies more than one reserved parking bay.

ARTICLE 164
(Clamping and removal)

1. The vehicles that are found in the following situations may be removed:
 - a)* improperly or abusively parked, under the terms of article 162;
 - b)* parked or immobilized on the shoulder of a freeway or similar road;
 - c)* parked or immobilized in such a way that they constitute a clear danger or a serious traffic disturbance;
 - d)* with external signs that the vehicle is clearly disabled;
 - e)* parked or immobilized in locations that, for reasons of safety, law and order, emergency, aid or any other similar motives, justify their removal.
2. For purposes of the provisions of sub-paragraph *c)* of the previous paragraph, the following vehicle parking or immobilization cases are considered to constitute a clear danger or serious traffic disturbance:
 - a)* on a road or a lane reserved for public transport;
 - b)* at a stop for collective passenger transport vehicles;
 - c)* on a marked pedestrian crossing;
 - d)* on sidewalks or in an area exclusively reserved for pedestrian circulation;
 - e)* on the roadway, if not close to the shoulder or sidewalk;
 - f)* at a location meant for the access of vehicles and pedestrians to properties, garages or parking lots;
 - g)* at a location meant for the parking of certain category vehicles or allocated to the parking of vehicles working for certain institutions or allocated to the stopping of vehicles for loading and unloading operations or passenger pick up or exit;
 - h)* preventing the formation of one or two traffic queues, depending on whether traffic moves in one or both directions;
 - i)* on the roadway, in a second queue;
 - j)* at a location where it prevents access to other properly parked vehicles or their exit;
 - k)* at night, on the roadway, outside urban areas, except in the case of immobilization due to a properly signaled breakdown;

- l) on the roadway of a freeway or similar toad.
3. If any of the situations mentioned in sub-paragraphs *a)*, *b)* and *c)* of paragraph 1 occur, the competent supervisory authorities may clamp the vehicle by means of a suitable device, preventing it from moving until its removal can be arranged.
4. In the situation mentioned in sub-paragraph *c)* of paragraph 1, should its immediate removal not be possible, the competent supervisory authorities must also temporarily move the vehicle away to another location, in order to be clamped there until its removal.
5. The unclamping of the vehicle may only be done by the competent authorities.
6. Anyone who is an owner, purchaser with property reservation, usufructuary, lessee in a leasing system, or who, because of a fact subject to registration, has possession of the vehicle, is responsible for all expenses arising from its removal, without prejudice of the applicable legal sanctions, safeguarding the right of response against the driver.
7. The conditions and the fees due for the unclamping, removal and storage of vehicles will be set in a provincial regulation.
8. Fees are not due if there was a misapplication of legal provisions.

ARTICLE 165
(Assumption of abandonment)

1. After the vehicle has been removed, under the terms of the previous article, the owner must be notified, at the address appearing in the respective registration, to collect it within 45 days.
2. Taking into account the general condition of the vehicle, if a deterioration risk is predictable that may lead to the fear that the price obtained at a public auction may not cover the expenses arising from its removal and storage, the period envisaged in the previous paragraph is reduced to 30 days.
3. The period mentioned in the previous paragraphs is counted from the time the notification was received or displayed under the terms of the following article.
4. If the vehicle is not claimed within the period mentioned in the previous paragraphs, this is considered to be abandonment and the vehicle will be acquired by the State.
5. The vehicle is considered to have been immediately abandoned if that is the will expressed, in whatever manner, by its owner.

ARTICLE 166

(Claiming of vehicles)

1. The notification must include an indication of the location the vehicle was removed to and also the fact that its owner must claim it within the period mentioned in the previous article, after paying removal and storage expenses, under penalty of the vehicle being considered to be abandoned.
2. In the case mentioned in sub-paragraph *f*) of paragraph 1 of article 162, if the vehicle shows clear signs of having been involved in an accident, the notification must be done personally, except if the owner is not in a condition to receive it, in which case it will be delivered to any person in his/her household, preferably his/her relatives.
3. Should the personal notification not be possible because the identity or the residence of the vehicle owner is not known, the notification must be displayed at the municipal administration of the area where the vehicle was found or at the last known residence of the owner, respectively.
4. The handover of the vehicle to its claimant is dependent upon the provision of a guarantee of an amount equivalent to the removal and storage expenses.

**ARTICLE 167
(Car loan)**

1. If the vehicle is the object of a car loan, its removal must also be notified to the creditor, at the address appearing at the respective registration or under the terms of paragraph 3 of the previous article.
2. The notification to the creditor must also include the indication of the terms under which the notification was forwarded to the owner and the date when the period that the previous article refers to comes to an end.
3. The creditor may request the handover of the vehicle as a safe custodian, in case the owner does not collect it, after the above-mentioned period comes to an end.
4. This request may be submitted within 20 days after the notification or up until the end of the period for vehicle collection by the owner, if it ends after the former.
5. The vehicle must be handed over to the creditor as soon as all expenses caused by its removal and storage have been paid; payment must be made within the eight days subsequent to the end of the last deadline that the previous article refers to.
6. The creditor is entitled to claim from the owner the expenses mentioned in the previous paragraph and those that it incurs in its capacity as safe custodian.

ARTICLE 168

(Attachment)

1. If the vehicle has been the subject of an attachment or similar action, the authority that removed it must inform the court of the circumstances that justified such action.
2. In the case mentioned in the previous paragraph, the vehicle must be handed over to the person appointed by the court for such purpose as a safe custodian; the prior payment of the removal and storage expenses will be dispensed with.
3. In the execution, any credits due for removal and storage expenses enjoy a special privilege on movable property.

ARTICLE 169
(People to be notified)

1. Should a beneficial interest exist over the vehicle, the notification mentioned in articles 164 and 165 must be forwarded to the usufructuary, and the provisions of article 166 will be applied to the owner, with the necessary adjustments.
2. In the case of leasing, the notification mentioned in articles 165 and 166 must be forwarded to the lessee, and the provisions of article 167 will be applied to lessor, with the necessary adjustments.
3. If the vehicle has been sold with property reservation and should this situation persist, the notification mentioned in articles 165 and 166 must be forwarded to the purchaser, and the provisions of article 166 must be applied to the owner, with the necessary adjustments.
4. In the cases where, because of a fact subject to registration, there is possession of the vehicle, the notification must be forwarded to the person who is its possessor, and the provisions of article 164 will be applied to the owner, with the necessary adjustments.

HEADING VIII

Penalties Imposed for Violations of the Provisions of this Road Code

ARTICLE 170
(Violations of general circulation and behaviour norms)

1. The violation of the provision of paragraph 2 of article 3 will be sanctioned with a 60 to 300 UCF fine.
2. The violation of the provision of article 4 will be sanctioned with a 90 to 450 UCF fine, if a more serious sanction is not applicable because of another legal provision.

3. Anyone who disobeys the regulatory stop sign of the authorities mentioned in article 4 will be sanctioned with a 500 to 2500 UCF fine, if a more serious sanction is not applicable because of another legal provision.
4. The violation of the provision of paragraph 2 of article 5 will be sanctioned with a 60 to 300 UCF fine.
5. The violation of the provision of paragraph 3 of article 5 will be sanctioned with a 240 to 1200 UCF fine, and the publicity in question may also be withdrawn by the competent authority.
6. The violation of the provision of paragraph 1 of article 8 will be sanctioned with a 600 to 3000 UCF fine.
7. The organizers of a sporting event involving motor cars or motor cycles, should they violate the provision of paragraph 1 of article 8, will be sanctioned with a 300 to 1500 UCF fine.
8. The organizers of a sporting event involving vehicles of a different nature from the one mentioned in the previous paragraph, should they violate the provision of paragraph 1 of article 8, will be sanctioned with a 240 to 1200 UCF fine.
9. The organizers of a sporting event involving pedestrians or animals, that violate the provision of paragraph 1 of article 8, will be sanctioned with a 120 to 600 UCF fine.
10. The violation of the provision of paragraph 1 of article 10, or the restriction mentioned in paragraph 2 of the same article, will be sanctioned with a 120 to 600 UCF fine, and the vehicles prevented from continuing running until the period when the prohibition is in force comes to an end.
11. The violation of the provision of paragraph 2 of article 11 will be sanctioned with a 60 to 300 UCF fine.
12. The violation of the provision of article 12 will be sanctioned with a 60 to 300 UCF fine.
13. The violation of the provision of paragraph 1 of article 13 will be sanctioned with a 60 to 300 UCF fine.
14. Except in the cases mentioned in paragraph 2 of article 13, anyone who circulates in a direction that is contrary to the legally established direction will be sanctioned with a 120 to 600 UCF fine.
15. The violation of the provision of paragraphs 1 and 2 of article 14 will be sanctioned with a 60 to 300 UCF fine.

16. The violation of the provision of article 15 will be sanctioned with a 60 to 300 UCF fine.
17. The violation of the provision of paragraph 1 of article 16, or in sub-paragraph *b)* of paragraph 2 of the same article, will be sanctioned with a 60 to 300 UCF fine.
18. The violation of the provision of article 17 will be sanctioned with a 60 to 300 UCF fine.
19. The violation of the provision of paragraphs 1 and 2 of article 18 will be sanctioned with a 60 to 300 UCF fine.
20. The violation of the provision of paragraphs 1, 2 and 3 of article 19 will be sanctioned with a 60 to 300 UCF fine.
21. The violation of the provision of article 20 will be sanctioned with a 60 to 300 UCF fine.
22. The violation of the provision of paragraphs 1 and 2 of article 21 will be sanctioned with a 60 to 300 UCF fine.
23. The violation of the provision of paragraph 5 of article 21 will be sanctioned with a 120 to 600 UCF fine and also with the loss of the objects; the supervision officer must immediately remove and seize them or, should this not be possible, seize the vehicle identification document until the effective removal and seizure of such objects, in which case the provision of paragraph 4 of article 164 is applicable.
24. The violation of the provision of paragraph 2 of article 22 will be sanctioned with a 60 to 300 UCF fine.
25. The violation of the provision of paragraph 4 of article 22 will be sanctioned with a 240 to 1200 UCF fine and also with the loss of the objects; the supervision officer must immediately remove and seize them or, should this not be possible, seize the vehicle identification document until the effective removal and seizure of such objects, in which case the provision of paragraph 4 of article 164 is applicable.

ARTICLE 171

(Violations of speed limits and other common traffic provisions)

1. The violation of the provision of article 24 will be sanctioned with a 180 to 900 UCF fine.
2. The violation of the provision of article 25 will be sanctioned with a 60 to 300 UCF fine.

3. The violation of the provision of article 26 will be sanctioned with a 60 to 300 UCF fine.
4. The violation of the maximum speed limits mentioned in article 27 will be sanctioned in the following manner:
 - a) for anyone who drives a motorcycle or a light motor car:
 - A 60 to 300 UCF fine, if they exceed the speed limit by up to 30km/h;
 - A 120 to 600 UCF fine, if they exceed the speed limit by more than 30km/h up to 60km/h;
 - A 240 to 1200 UCF fine, if they exceed the speed limit by more than 60km/h;
 - b) for anyone who drives a heavy motor car, an agricultural vehicle, an industrial machine or a moped:
 - A 60 to 300 UCF fine, if they exceed the speed limit by up to 20km/h;
 - A 120 to 600 UCF fine, if they exceed the speed limit by more than 20km/h up to 40km/h;
 - A 240 to 1200 UCF fine, if they exceed the speed limit by more than 40km/h.
5. The provision of the previous article is also applicable to drivers who exceed the maximum speed limits defined for them.
6. For the purposes of the provision of paragraphs 4 and 5 above, a driver who moves over a certain distance at an average speed that is incompatible with the observance of the maximum speed limits is considered to also violate such limits; the violation is understood to be committed at the place the controlled trajectory comes to an end.
7. Anyone who, for no reason, drives at a lower speed than the limit defined in paragraph 2 of article 27 will be sanctioned with a 60 to 300 UCF fine.
8. The provision of paragraph 4 above is applicable to the violations of the maximum speed limits established under the terms of article 28.
9. Any violation of the minimum speed limits established under the terms of article 28 will be sanctioned with a 60 to 300 UCF fine.
10. The violation of the provision of article 29 will be sanctioned with a 120 to 600 UCF fine.
11. The violation of the provision of article 30 will be sanctioned with a 60 to 300 UCF fine.

12. The violation of the provision of article 31 will be sanctioned with a 60 to 300 UCF fine, except in the case of the provision of sub-paragraph *b)* of paragraph 1 of that same article, in which case there will be a 120 to 600 UCF fine.
13. The violation of the provision of article 32 will be sanctioned with a 120 to 600 UCF fine.
14. The violation of the provision of article 33 will be sanctioned with a 60 to 300 UCF fine.
15. The violation of the provision of article 34 will be sanctioned with a 60 to 300 UCF fine.
16. The violation of the provision of article 35 will be sanctioned with a 120 to 600 UCF fine.
17. The violation of the provision of article 36 will be sanctioned with a 120 to 600 UCF fine.
18. The violation of the provision of article 37 will be sanctioned with a 60 to 300 UCF fine.
19. The violation of the provision of article 38 will be sanctioned with a 60 to 300 UCF fine.
20. The violation of the provision of article 39 will be sanctioned with a 60 to 300 UCF fine.
21. The violation of the provision of paragraphs 1 and 3 of article 40 will be sanctioned with a 60 to 300 UCF fine.
22. The violation of the provision of paragraphs 1 and 2 of article 41 will be sanctioned with a 60 to 300 UCF fine.
23. The violation of the provision of article 43 will be sanctioned with a 120 to 600 UCF fine.
24. The violation of the provision of article 44 will be sanctioned with a 120 to 600 UCF fine.
25. The violation of the provision of article 45 will be sanctioned with a 120 to 600 UCF fine.
26. The violation of the provision of article 46 will be sanctioned with a 60 to 300 UCF fine.

27. The violation of the provision of article 47 will be sanctioned with a 120 to 600 UCF fine.

ARTICLE 172

(Violations of stopping and parking rules for passenger and cargo transport vehicles)

1. The violation of the provision of article 48 will be sanctioned with a 60 to 300 UCF fine.
2. The violation of the provision of article 49 will be sanctioned with a 60 to 300 UCF fine.
3. The violation of the provision of article 50 will be sanctioned with a 60 to 300 UCF fine.
4. The violation of the provision of article 52 will be sanctioned with a 60 to 300 UCF fine.
5. The violation of the provision of article 53 will be sanctioned with a 60 to 300 UCF fine.
6. The violation of the provision of paragraphs 1, 3 and 4 of article 54 will be sanctioned with a 60 to 300 UCF fine.
7. The violation of the provision of article 55 will be sanctioned with a 60 to 300 UCF fine.
8. The violation of the provision of paragraphs 1, 2 and 3 of article 56 will be sanctioned with a 240 to 1200 UCF fine.
9. The violation of the provision of paragraph 5 of article 164 will be sanctioned with a 300 to 1500 UCF fine.

ARTICLE 173

(Violations of vehicle weight and size limits)

1. The violation of the provision of article 57 will be sanctioned with a 240 to 1200 UCF fine.
2. Anyone who, at any supervisory inspection, does not show the authorization document that paragraph 1 of article 58 refers to will be sanctioned with a 300 to 1500 UCF fine, except if he/she presents it within eight days to the authority designated by the traffic officer, in which case there will be a 60 to 300 UCF fine.

ARTICLE 174

(Violations of the use of lights, special kinds of transport and the misuse of certain roads)

1. The violation of the provision of article 59 will be sanctioned with a 60 to 300 UCF fine.
2. The violation of the provision of article 61 will be sanctioned with a 60 to 300 UCF fine.
3. The violation of the provision of article 62 will be sanctioned with a 60 to 300 UCF fine.
4. The violation of the provision of paragraphs 2, 3 and 4 of article 63 will be sanctioned with a 60 to 300 UCF fine.
5. The violation of the provision of article 64 will be sanctioned with a 60 to 300 UCF fine.
6. The violation of the provision of paragraphs 1 and 2 of article 65 will be sanctioned with a 60 to 300 UCF fine.
7. The violation of the provision of article 67 will be sanctioned with a 120 to 600 UCF fine.
8. The violation of the provision of article 68 will be sanctioned with a 60 to 300 UCF fine.
9. The violation of the provision of paragraph 1 of article 69 will be sanctioned with a 60 to 300 UCF fine.
10. The violation of the provision of paragraph 1 of article 70 will be sanctioned with a 75 to 375 UCF fine.
11. The violation of the provision of article 71 will be sanctioned with a 90 to 450 UCF fine.
12. The violation of the provision of article 72 will be sanctioned with a 60 to 300 UCF fine.
13. On freeways or similar roads, anyone who circulates in the opposite direction to the one that is legally established will be punished with a 240 to 1200 UCF fine.
14. The violation of the provision of article 73 will be sanctioned with a 120 to 600 UCF fine.

15. The violation of the provision of article 74 will be sanctioned with a 120 to 600 UCF fine.
16. The violation of the provision of paragraph 1 of article 75 will be sanctioned with a 60 to 300 UCF fine.
17. The violation of the provision of paragraph 1 of article 76 will be sanctioned with a 60 to 300 UCF fine.
18. The violation of the provision of paragraphs 1, 2 and 3 of article 77 will be sanctioned with a 30 to 150 UCF fine.
19. The violation of the provision of paragraph 4 of article 77 will be sanctioned with a 6 to 30 UCF fine.
20. The violation of the provision of article 78 will be sanctioned with a 120 to 600 UCF fine.
21. The violation of the provision of article 79 will be sanctioned with a 60 to 300 UCF fine, if a more serious sanction is not applicable by other legislation.

ARTICLE 175
(Violations of special safety driving rules)

1. The violation of the provision of paragraph 1 of article 80 will be sanctioned as follows:
 - A 120 to 600 UCF fine, if the blood alcohol level is higher than 0,6g/l and lower than 0,8g/l;
 - A 240 to 1200 UCF fine, if the blood alcohol level is equal to, or higher than 0,8g/l and lower than 1,2g/l.
2. The act described in paragraphs 2, 3 and 4 of article 80 is considered to be a drunken driving crime, whenever the blood alcohol level is equal to, or higher than 1,2g/l. It is punished under the terms of the appropriate legislation.
3. Anyone who does not use or incorrectly uses the safety accessories mentioned in article 91 will be sanctioned with a 120 to 600 UCF fine, except in the case of the situation mentioned in paragraph 5 of that same article, where there will be a 60 to 300 UCF fine.
4. The violation of the provision of paragraph 1 of article 83 will be sanctioned with a 60 to 300 UCF fine.
5. The violation of the provision of paragraph 3 of article 83 will be sanctioned with a 120 to 600 UCF fine and also with the loss of the objects.

6. Any driver who does not have one or more documents mentioned in paragraphs 1 and 2 of article 84 will be sanctioned with a 60 to 300 UCF fine, except if he/she presents them within eight days to the authority designated by the traffic officer, in which case he/she will be sanctioned with a 30 to 150 UCF fine.
7. The violation of the provision of paragraph 3 of article 84 will be sanctioned with a 30 to 150 UCF fine.
8. The violation of the provision of article 85 will be sanctioned with a 60 to 300 UCF fine.
9. The violation of the provision of article 86 will be sanctioned with a 60 to 300 UCF fine, if another more serious sanction is not applicable by another legal provision.
10. The violation of the provision of paragraph 1 of article 87 will be sanctioned with a 60 to 300 UCF fine.
11. The violation of the provision of paragraphs 2, 3 and 4 of article 87 will be sanctioned with a 120 to 600 UCF fine.
12. The violation of the provision of paragraph 1 of article 88 will be sanctioned with a 120 to 600 UCF fine.
13. The violation of the provision of paragraph 2 of article 88 will be sanctioned with a 240 to 1200 UCF fine, if a more serious sanction is not applicable by another legal provision.
14. The violation of the provision of article 89 will be sanctioned with a 75 to 375 UCF fine.
15. The violation of the provision of article 90 will be sanctioned with a 60 to 300 UCF fine.
16. The violation of the provision of article 91 will be sanctioned with a 60 to 300 UCF fine.
17. The violation of the provision of paragraph 2 of article 93 will be sanctioned with a 60 to 300 UCF fine.
18. The violation of the provision of article 95 will be sanctioned with a 60 to 300 UCF fine.
19. The driver of an animal who lets it wander on the public road obstructing or endangering traffic will be sanctioned with a 30 to 150 UCF fine.

20. The violation of the provision of article 97 will be sanctioned with a 6 to 30 UCF fine.
21. Anyone who, in breach of the duty of care and of protection, does not prevent 14-year old under-aged children who are his/her responsibility for any reason, from playing on the roadways of public roads will be sanctioned with a 30 to 150 UCF fine.
22. The violation of the provision of article 98 will be sanctioned with a 6 to 30 UCF fine.
23. The violation of the provision of article 99 will be sanctioned with a 6 to 30 UCF fine.
24. The violation of the provision of article 100 will be sanctioned with a 30 to 150 UCF fine.
25. The violation of the provision of paragraphs 1 and 2 of article 101 will be sanctioned with a 240 to 1200 UCF fine.

ARTICLE 176

(Violations regarding vehicle characteristics, inspections, registrations and documents)

1. The violation of the provision of paragraphs 6 and 7 of article 108 will be sanctioned with a 60 to 300 UCF fine.
2. Any manufacturer or seller who places any vehicles, systems, components or accessories on the market without the approval that paragraph 3 of article 112 refers to, or in breach of the norms governing their manufacture and marketing, will be sanctioned with a 600 to 3000 UCF fine, if an individual, or a 1200 to 6000 UCF, if a legal person, and also with the loss of the objects, which must be seized when the violation takes place.
3. Anyone who has in circulation a vehicle that is not registered under the terms of article 115 or that has different characteristics from the ones defined in its legal approval ruling, namely with the steering wheel on the right, will be sanctioned with a 105 to 525 UCF fine.
4. Anyone who infringes the provision of paragraphs 3, 4, 5, 7 and 8 of article 116 and places in circulation a vehicle whose characteristics do not match those mentioned in the document identifying it will be sanctioned with a 120 to 600 UCF fine, if a more serious sanction is not applicable by another legal provision.
5. The violation of the provision of paragraph 6 of article 116 will be sanctioned with a 60 to 300 UCF fine.

6. The violation of the provision of paragraphs 1, 5 and 6 of article 117 will be sanctioned with a 60 to 300 UCF fine, if a more serious sanction is not applicable by another legal provision.

ARTICLE 177

(Violations of the use of the driver's license and public liability insurance)

1. The violation of the provision of paragraph 9 of article 120 will be sanctioned with a 84 to 420 UCF fine, if a more serious sanction is not applicable by another legal provision.
2. The violation of the provision of article 121 regarding driving vehicles without being properly qualified for it will be sanctioned with a 84 to 420 UCF fine, if a more serious sanction is not applicable by another legal provision.
3. The violation of the provision of article 122 regarding driving the vehicles mentioned in paragraph 1 without being properly qualified for it will be sanctioned with a 84 to 420 UCF fine, if a more serious sanction is not applicable by another legal provision.
4. The violation of the provision of article 122 regarding anyone who, being a holder of a driver's license just for mopeds, drives a motorcycle whose engine capacity is not higher than 50cc or who, being a holder of a driver's permit for an agricultural or forestry vehicle for whose category that permit does not confer qualification, will be sanctioned with a 84 to 420 UCF fine.
5. The violation of the provision of paragraphs 4 and 5 of article 123 will be sanctioned with a 60 to 300 UCF fine.
6. Driving under the terms that article 125 refers to without the proper qualification constitutes a violation sanctioned with a 300 to 1500 UCF fine, if a more serious sanction is not defined for such violation.
7. The violation of the provision of article 18 regarding anyone who drives a vehicle with an expired document under the terms of sub-paragraph *a)* of paragraph 1 will be sanctioned with a 84 to 420 UCF fine.
8. The violation of the provision of article 129 will be sanctioned with a 300 to 1500 UCF fine.
9. The violation of the provision of paragraph 4 of article 147 will be sanctioned with a 120 to 600 UCF fine.
10. The fines defined in this Code will be reduced to half of their minimum and maximum limits when applicable to pedal cycle drivers.

ARTICLE 178

(Final provision)

The offences defined in this Code to which corresponds no special penalty are punished with a 60 to 300 UCF fine.

The Prime Minister, *Fernando da Piedade Dias dos Santos*.

The President of the Republic, JOSÉ EDUARDO DOS SANTOS.

