

## **PUBLIC SERVICE OF WALLONIA**

### **Draft decree of the Walloon Government of ... (date) relating to the regionalised rules of the Highway Code and amending the decree of the Walloon Government of 23 May 2019 relating to delegation of powers to the Public Service of Wallonia**

The Walloon Government,

Having regard to the special law on institutional reforms of 8 August 1980, Article 87(1) and (2);

Having regard to the law relating to road traffic policing of 16 March 1968;

Having regard to the decree of 4 April 2019 on administrative fines for road safety, Articles 3, 5, 6, 7, 13, 14, 15, Secs. 6, 16, 24, 33 and 34;

Having regard to the royal decree of 1st December 1975 establishing general regulations on road traffic policing and the use of public roads;

Having regard to the decree of the Walloon Government of 23 May 2019 on the delegation of powers to the Public Service of Wallonia;

Having regard to the report of 12 September 2023 drawn up in accordance with Article 3(2), of the decree of 11 April 2014 aimed at implementing the resolutions of the United Nations Conference on Women in Beijing of September 1995 and integrating the gender dimension into all regional policies;

Having regard to the opinion of the Inspector of Finance, given on 3 October 2023;

Having regard to the agreement of the Minister of the Budget, given on 12 October 2023;

Having regard to the communication to the European Commission, dated 22 March 2024, pursuant to Article 5, paragraph 1, of Directive 2015/1535 of the European Parliament and of the Council of 9 September 2015 laying down a procedure for the provision of information in the field of technical regulations and rules on Information Society services;

Having regard to the opinion no. 75.266/AG of the Council of State, given on 6 March 2024, pursuant to Article 84, Sec. 1, subparagraph 1(1), of the Consolidated Laws on the Council of State, as consolidated on 12 January 1973;

Having regard to the royal decree of 3 June 2024 relating to the Public Highway Code;

On the proposal of the Minister of Mobility;

After deliberation,

**HEREBY DECLARES:**

**Chapter 1. General provisions**

**Article 1.** Sec. 1. This decree governs traffic on public roads and the use of these same.

Vehicles on rails using public roads are not covered by this decree.

Sec. 2. For the purposes of this decree, the following terms are understood to mean:

(1) the Public Highway Code: the royal decree of 3 June 2024 relating to the Public Highway Code;

(2) the decree of 4 April 2019: the decree of 4 April 2019 relating to administrative fines in matters of road safety;

(3) the load: any goods or materials transported by a vehicle;

(4) the municipal parking permit: the permit referred to in Article 2.III.51 of the Public Highway Code;

(5) the taxi: a taxi as defined in Article 1 of the decree of 28 September 2023, relating to remunerated passenger transport services by road using small-capacity vehicles;

(6) the priority vehicle: a priority vehicle within the meaning of Article 32 of the Public Highway Code;

Regarding (4), the municipal parking permit allows its holder to park in spaces reserved in accordance with the provisions set out in the regulations established by the municipal council.

**Article 2.** Articles 6 and 7 do not apply to vehicles used by qualified officers referred to in Article 3, nor to priority vehicles carrying out a priority mission.

Articles 6 to 10 do not apply to administrative vehicles used for the surveillance, control and maintenance of public roads, when these are incompatible with the nature or temporary or permanent use of the vehicle.

**Chapter 2. Qualified officers, instructions from qualified officers and instructions from signallers, officers charged with the surveillance of bridges and coordinators and escorts of exceptional vehicles**

**Section 1. Qualified officers**

**Article 3.** The officers qualified to investigate and record the infringements listed in the annex are:

(1) qualified officers referred to in Article 14 of the decree of 4 April 2019;

(2) officers of public transport companies, who are carrying out their duties and who hold a judicial police mandate to record infringements concerning signals related to public transport traffic;

(3) engineers and other officers responsible for monitoring public roads;

(4) principal engineers-heads of department, engineers, brigade leaders and technical officers, with regard to traffic on State forest roads and paths.

## **Section 2. Injunctions from qualified officers**

**Article 4.** Sec. 1. Road users shall immediately comply with the injunctions of the officers referred to in Article 3(1). Users shall also comply with the injunctions of the officers referred to in Article 3(2)(3)(4) provided that the personnel of the operational framework of the Federal Police and the local police are not present at the scene.

The following shall be considered injunctions:

(1) arm raised vertically, which means stop for all users, except for those who are inside a junction who must clear the junction;

(2) arm or arms extended horizontally, which means stop for users coming from directions that intersect with those indicated by the extended arm(s);

(3) transverse swing of a red light, which means stop for drivers towards whom the light is directed.

Sec. 2. Injunctions to users on the move are only given by officers who bear the badge of their position.

These badges must be recognisable day and night.

Sec. 3. Any driver of a stationary or parked vehicle shall move the vehicle as soon as instructed to do so by a qualified officer.

If the driver refuses or if the driver is absent, the qualified officer may automatically move the vehicle. The journey is made at the risk and expense of the driver and civilly responsible persons unless the driver is absent and the vehicle is regularly parked.

Sec. 4. Every user over the age of 15 is required to submit their identity card or equivalent document when requested to do so by a qualified officer in the case of an infringement of this decree.

The derogations, authorisations and passes provided for in this regulation shall be presented on the demand of a qualified officer.

## **Section 3. Instructions from signallers, officers charged with the surveillance of bridges and coordinators and escorts for exceptional vehicles**

**Article 5.** Sec. 1. Users must comply with the instructions of:

(1) construction site signallers;

(2) officers charged with the surveillance and operation of bridges that provide access to the public highway, with regard to traffic on these structures and their surroundings;

(3) road traffic coordinators and escorts who ensure the smooth, safe and orderly passage of exceptional transport.

Sec. 2. The signallers and officers referred to in paragraph 1(1) and (2) must wear a retroreflective safety jacket with the inscription "signaller" on the front and back of the jacket. The signallers shall also be equipped with a disc representing the C3 signal or the red light referred to in Article 4(2)(3) of the Highway Code.

They may provide the following instructions to ensure traffic flow and safety:

- (1) stop the traffic;
- (2) divert the traffic via an alternative route.

## **Chapter 3. Speed**

### **Section 1. General speed limits**

**Article 6.** Sec. 1. In built-up areas, the speed limit is 50 km/h.

However, on certain public roads, a lower or higher speed limit may be imposed or permitted by the signal C43.

The lower speed limits resulting from paragraphs 4 to 6 and resulting from Article 7 shall continue to apply.

Sec. 2. Outside built-up areas, the speed is limited to:

(1) 120 km/h on public roads divided into four or more traffic lanes, at least two of which are assigned to each direction of traffic, provided that the traffic directions are separated by a means other than road markings ;

The lower speed limits imposed by signal C43 or resulting from Article 7 remain in force

(2) 90 km/h:

(a) on public roads divided into four or more traffic lanes, at least two of which are allocated to each direction of traffic, provided that the directions of traffic are separated by road markings;

(b) on other public roads;

The lower or higher speed limits imposed or permitted by the C43 signal shall continue to apply.

The lower speed limits resulting from paragraphs 3 to 6 or which result from Article 7 shall continue to apply.

Sec. 3. The speed limit is 70 km/h on the central carriageway.

However, a lower speed limit imposed by sign C'43 or resulting from Article 7 remains in force.

Sec. 4. The speed limit is 30 km/h:

- (1) on reserved paths referred to in Article 28 of the Public Highway Code;

- (2) in cycle lanes indicated by signal R17;
- (3) on raised structures indicated by signal A14 or F87;
- (4) on sections of public highway indicated by signal D9, D11, R12.

Sec. 5. Speed is limited to 20 km/h in pedestrian priority zones referred to in Article 26 of the Public Highway Code.

Sec. 6. Speed is limited to walking pace:

- (1) in pedestrian zones referred to in Article 29 of the Public Highway Code;
- (2) in streets reserved for play referred to in Article 30 of the Public Highway Code;
- (3) in school streets referred to in Article 31 of the Public Highway Code.

## **Section 2. Speed limits depending on the vehicle**

**Article 7.** Sec. 1. Depending on the type of vehicle, the speed of vehicles is limited to:

- (1) 90 km/h for vehicles and vehicle combinations with a maximum authorised mass exceeding 3.5 tonnes on public roads outside built-up areas divided into four or more lanes, at least two of which are assigned to each direction of travel, provided that the directions of travel are separated by means other than road markings;
- (2) 90 km/h for coaches and buses on public roads outside built-up areas divided into four or more lanes, at least two of which are assigned to each direction of travel, provided that the directions of travel are separated by means other than road markings;
- (3) 75 km/h for buses and coaches on the public roads referred to in Article 6 Sec. 2(2)(b);
- (4) 60 km/h for other vehicles and combinations of vehicles with pneumatic tyres with a maximum authorised mass exceeding 7.5 tonnes on the public roads referred to in (3);
- (5) the limit set by the technical regulations or, failing that, to 40 km/h for vehicles with semi-pneumatic, elastic or rigid tires as well as for vehicles which, by construction and origin, are not fitted with suspension.

Sec. 2. Motorcycles travelling between two traffic lanes or lines in accordance with Article 17, Sec. 2, (6) of the Public Highway Code, shall not exceed the speed of 50 km/h and the difference in speed between the motorcyclist and the vehicles on these traffic lanes or lines cannot be greater than 20 km/h.

Sec. 3. The speed of vehicles referred to in Article 40, Sec. 2 of the Public Highway Code may not exceed 25 km/h.

Sec. 4. The folk vehicles referred to in Article 2.II.45 of the Public Highway Code are exempt from the application of this decree and from compliance with the requirements of the technical regulations, provided that they do not exceed 25 km/h.

Sec. 5. Towing operations carried out in accordance with Article 40, Sec. 4 of the Public Highway Code may only be carried out at a maximum speed of 25 km/h.

Sec. 6. The authorisation to place exceptional vehicles into circulation may prescribe access to the motorway and travel there at a speed of less than 70 km/h.

## Chapter 4. Load

### Section 1. Load dimensions

**Article 8.** Sec. 1. The width of a loaded vehicle, measured including all projections, may not exceed the following limits:

- (1) motor vehicle, animal-drawn vehicle or their trailer: 2.55 metres or 2.6 metres when the vehicle has a width of 2.6 metres as per the technical regulations;
- (2) three- or four-wheeled moped, tricycle, or quadricycle with or without a motor, or their trailer: the width of the load may not exceed the width of the unloaded vehicle by more than 0.30 metres, with an absolute maximum of 2.50 metres;
- (3) handcart: 2.50 metres;
- (4) bicycle, two-wheel moped or their trailer: 1.00 metre;
- (5) motorcycle without a sidecar or its trailer: 1.25 metre;
- (6) motorcycle with a sidecar: the width of the load may not exceed the width of the unloaded vehicle by more than 0.30 metres, with an absolute maximum of 2.50 metres.

By way of derogation from subparagraph 1(1), the width of the loaded vehicle may reach:

- a) 2.75 metres, when the load consists of cereals, flax, straw, or loose fodder, excluding compressed bales;
- b) 3 metres, when the load consists of cereals, flax, straw, or loose fodder, excluding compressed bales, and transported either within a radius of 25 km from the loading site or within an area of 25 km from the Belgian border.

In the cases provided for in subparagraph 2, a) and b), a rigid support may not be placed in such a way that any of its parts is at a distance greater than 1.25 metres from the longitudinal plane of symmetry of the vehicle.

Sec. 2. The load may not extend beyond the front end of the vehicle, or in the case of an animal-drawn vehicle, the head of the coupling.

By way of derogation from subparagraph 1, the load of vehicle trains used exclusively for the transport of motor vehicles may exceed the front by a maximum of 0.50 metres.

Sec. 3. The load of bicycles, mopeds, motorcycles, tricycles, and quadricycles, with or without a motor, and their trailers, may not extend more than 0.50 metres beyond the rear of the vehicle or trailer. Trailers attached to non-motorised bicycles may not exceed a total length of 2.50 metres, including the load.

Sec. 4. The load of other vehicles may not extend more than one metre beyond the rear of the vehicle.

By way of derogation from subparagraph 1, the excess may reach:

- (1) 3 metres, when the vehicle is loaded with very long indivisible parts;

(2) 1.50 metres, for loads of vehicle trains used exclusively for the transport of motor vehicles;

(3) 1.50 metres, when the load consists of an on-board forklift attached to the rear of a vehicle of categories N and O referred to in Article 1 of the technical regulations, provided that the distance between the underside of the rear edge of the on-board forklift and the roadway does not exceed 65 cm and that this rear edge is strong enough to serve as a bumper.

Sec. 5. The height of a loaded vehicle may not exceed 4 metres.

However, if the load consists of compressed flax bales, the height of the loaded vehicle may reach 4.30 metres.

The height of a non-powered cycle, including the load, may not exceed 2.50 metres.

Sec. 6. The load of a moving machine cannot exceed 0.50 metres at the front and rear and 0.30 metres on each side.

The height of a loaded moving machine may not exceed 2.50 metres.

Sec. 7. When the length of a tug load exceeds 12 metres, a conveyor follows the load on foot.

## Section 2. Load signalling

**Article 9.** Sec. 1. When vehicle lighting is not required, loads that extend more than one metre beyond the rear end of the vehicle shall be marked by a square sign attached to the highest projection of the load so as to be constantly in a vertical plane perpendicular to the median longitudinal plane of the vehicle. This sign is 0.50 metres square and is painted in alternating red and white stripes. A diagonal of the square is red and each red or white stripe is about 75 mm wide. The red stripes are fitted with retro-reflective material.

One of the signs referred to in Article 28, Sec. 6(3)(1), subparagraph 2 of the technical regulations may be substituted for the sign referred to in subparagraph 1.

Sec. 2. When vehicle lighting is required, loads that extend more than one metre beyond the rear end of the vehicle shall be indicated by one of the signs described above, supplemented by a red rear-facing lamp and an orange retroreflector on each side.

The highest point on the illuminating or reflecting surface of the means used to indicate the end of a load may not be more than 1.60 metres above the ground.

The lowest point may not be less than 0.40 metres above the ground.

In addition:

(1) in the case of a vehicle that is required to be fitted with side retroreflectors under the technical regulations, an additional orange-coloured side retroreflector(s) shall be placed on the load when the distance between the outer edge of the retroreflector that indicates the highest protruding load and the outer edge of the rearmost retroreflector of the vehicle is greater than 3 metres.

(2) in the case of a vehicle that is not fitted with side retroreflectors under the technical regulations, one or more orange-coloured side retroreflectors may be placed on the load.

With regard to (1), the distance between the outer edges of two successive retroreflectors may not exceed 3 metres;

Sec. 3. When vehicle lighting is required, loads which extend laterally beyond the outer dimensions of the vehicle so that their lateral end is more than 0.40 metres from the outer edge of the position light's illuminating area are indicated by clearance lights and reflectors.

The lamps and retroreflectors visible from the front are white, those visible from the rear are red.

The illuminating or retro-reflecting surface of these lamps and retroreflectors must be less than 0.40 metres from the highest projection of the load.

### **Section 3. Load securing**

**Article 10.** Sec. 1. The load of a vehicle shall be secured such that, under normal road conditions, it cannot:

- (1) impair the driver's visibility;
- (2) constitute a danger for the driver, the persons being transported and the other road users;
- (3) cause damage to the public road, its outbuildings, the structures located there or public or private properties;
- (4) drag along or fall on the public road;
- (5) compromise the stability of the vehicle;
- (6) conceal lamps, retroreflectors and the registration number.

Sec. 2. If the load consists of cereals, flax, straw or fodder, in bulk or in bales, it shall be covered with a tarpaulin or a net. This provision does not, however, apply to transport which meets the following conditions cumulatively:

- (1) the transport is carried out within a radius of 25 km from the loading site;
- (2) the transport is carried out off-highway;
- (3) for loads that do not release dust or particles due to the effect of air flow.

Sec. 3. If the load consists of items of great length, these shall be firmly secured to each other and to the vehicle so that they do not swing out beyond the extreme lateral contour of the vehicle.

Sec. 4. The accessories that are used to secure or protect the load shall be in good condition and be used correctly.

Any element that surrounds the load, such as a chain, a tarpaulin, a net, shall do so tightly.

Sec. 5. The driver of the vehicle shall take the necessary measures to ensure that the noise from the load and accessories used to secure or protect the load do not disturb the driver, inconvenience the public or frighten animals.

Sec. 6. If, exceptionally, side or rear doors remain open during travel, they shall be secured so as not to extend beyond the extreme lateral contour of the vehicle.

## **Chapter 5. Overtaking ban for longer and heavier vehicle trains**

**Article 11.** Drivers of longer and heavier vehicle trains may not overtake, outside motorways, vehicles that are travelling at more than 50 km/h.

## **Chapter 6. Traffic signalisation**

**Article 12.** Sec. 1. The Minister responsible for road safety sets general rules regarding technical requirements, dimensions, and specific conditions for the placement of road signs.

Sec. 2. When arterial roads are congested, qualified personnel may, in an emergency, place signs to temporarily divert or channel traffic.

In the case referred to in subparagraph 1, the signs are removed as soon as the traffic returns to normal.

## **Chapter 7. Trials**

**Article 13.** The minister responsible for road safety or their delegate may, in the context of trials or pilot projects, exceptionally authorise exemptions from the provisions of this decree, including road signalling. They may also authorise the circulation of these vehicles on public roads under conditions and for a limited period determined by these same.

When vehicles and vehicle trains are used in the context of pilot projects whose objective is to circulate them within short distances of each other, Article 14 does not apply.

## **Chapter 8. Miscellaneous rules**

### **Section 1. Protection of road infrastructure**

**Article 14.** On bridges, drivers of vehicles and vehicle trains whose maximum authorised mass exceeds 7.5 tonnes shall maintain an interval of at least 15 metres between them.

Outside built-up areas, drivers of vehicles and vehicle trains with a maximum authorised mass exceeding 7.5 tonnes shall maintain an interval of at least 50 metres between them.

**Article 15.** Sec. 1. The user shall take all necessary measures to avoid causing damage to the public roads. To do this, drivers adapt their speed or lighten the load on their vehicle or take a different route.

Sec. 2. The wheel treads must have a rolling surface without hollows or protrusions that are likely to damage the public highway.

Tyres may only be fitted with snow chains in snowy or icy conditions.

Studded tires are prohibited.

However, when atmospheric circumstances justify it, the minister responsible for managing motorways and roads or his delegate may, exceptionally and under the conditions they determine, authorise the use of these tyres.

## Section 2. Carriage of dangerous goods

**Article 16.** Vehicles carrying dangerous goods within the meaning of the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) and its annexes, signed in Geneva on 30 September 1957 and approved by the law of 10 August 1960 and which, by virtue of this Agreement or of regulatory provisions of domestic law, with the exception of the carriage of radioactive materials, explosives and animal materials which present a danger to the population, are equipped with an orange sign, use motorways, except in cases of necessity.

Access to public roads or parts of public roads marked with C25 a, b, or c signs is prohibited for drivers of vehicles carrying dangerous goods as determined by the Minister responsible for road safety.

## Section 3. Rules regarding vehicle mass

**Article 17.** Sec. 1. The mass of a vehicle in running order is determined by measuring the mass of the unladen vehicle ready for normal use and includes the mass of:

- (1) the liquids;
- (2) the standard equipment in accordance with the manufacturer's specifications;
- (3) the fuel present in the tanks, which are filled to at least 90 % of their capacity;
- (4) the body, cab and doors;
- (5) the windows, coupling, spare wheels and tools.

Running mass:

- (1) three-wheel mopeds referred to in Article 2.II.25 of the Highway Code is limited to 270 kg;
- (2) four-wheeled mopeds referred to in Article 2.II.25 of the Public Highway Code is limited to 425 kg;
- (3) motor tricycles referred to in Article 2.II.27 of the Public Highway Code is limited to 1,000 kg;
- (4) motor quadricycles referred to in Article 2.II.28 of the Public Highway Code is limited to 450 kg or 600 kg for vehicles used for the carriage of goods.

Sec. 2. For electric vehicles referred to in paragraph 1, subparagraph 2(1) to (3), this mass is understood to be exclusive of batteries.

For electric vehicles referred to in paragraph 1, subparagraph 2(4), whose maximum net engine power does not exceed 15 kW, the indicated mass is exclusive of batteries.

**Article 18.** The mass of the trailer attached to a bicycle may not exceed 80 kg, including cargo and passengers.

However, a trailer weighing more than 80 kg may be used if it has a braking system that is activated automatically when the cyclist brakes.

## Section 4. Rules for paid parking

**Article 19.** Sec. 1. At sites equipped with parking meters or time recorders, the parking shall be governed by the terms and conditions mentioned on these devices.

When more than one motorcycle is parked in a demarcated parking space intended for a car, only one payment is made for that parking space.

Sec. 2. The parking disc shall be affixed when the vehicle is parked in paid parking spaces and the parking meters or time recorders are out of order.

In the cases referred to in subparagraph 1, it is forbidden to display inaccurate information on the disc. The information on the disc cannot be modified until the vehicle has left the parking space.

The use of the parking disc shall not be mandatory for parking in spaces equipped with parking meters or time recorders when they are located in a limited-time parking area, except in the case referred to in subparagraph 1.

Sec. 3. At locations identified by signal E9, supplemented by an additional M23 sign, a paid parking card shall be used in accordance with the terms and conditions mentioned on this card.

This card shall be affixed in a clearly visible place.

At locations equipped with parking meters or time recorders, the use of the parking meter or time recorder may be replaced by the use of a paid parking card.

However, the authorised parking time may not exceed the maximum authorised parking time indicated on the parking meter or time recorder.

Sec. 4. At locations identified by the E9 signal, supplemented by an additional M23 sign, as well as locations equipped with parking meters or time recorders, parking may also be governed by other terms and conditions, which will be made known on site.

Sec. 5. When a vehicle is parked in a space equipped with a charging station, all the rules relating to parking shall apply once the charging has been completed.

Sec. 6. Where special parking regulations are provided for persons in possession of a municipal parking card, the municipal parking card shall be affixed to paid parking spaces, in accordance with the instructions on this card, on the inside of the windscreens, or, failing that, on the front of the vehicle, in a manner that is clearly visible and legible.

The municipality may replace the use of the municipal parking card, the disabled parking card, or the parking pass by an electronic control system based on the vehicle's registration number. In this case, the special parking regulations for limited-time parking or reserved parking spaces shall be checked on the basis of the vehicle's registration number and a card shall not be affixed to the windscreens.

Sec. 7. In case of infringement of the rules of paid parking, the public authority may use a wheel clamp to immobilise the vehicle.

Sec. 8. The parking rules are applicable from Monday to Saturday inclusive or on days specified by the signage.

## Section 5. Limited-time parking

**Article 20.** Sec. 1. The model of the parking disc is determined by the Minister responsible for road safety.

The parking disc conforming to the model determined by the competent authority of the country where the vehicle in which the disc is placed is registered, shall be assimilated to the parking disc referred to above.

Sec. 2. When required, the parking disc or card shall be affixed, in accordance with the requirements set out on this card, on the inside of the windscreen, or, failing that, on the front of the motor vehicle, four-wheel moped, motor tricycle or quadricycle in a manner that is visible and legible.

Unless special conditions are indicated on the signs, the use of the disc is mandatory from 9:00 to 18:00, except on Sundays and public holidays, and for a maximum of 2 hours.

Sec. 3. The parking disc is also used in the following cases:

- (1) in built-up areas, for the parking on public roads of vehicles, vehicle trains and trailers with a maximum authorised mass of more than 7.5 tonnes;
- (2) for the parking of vehicles on public roads for advertising purposes;
- (3) for the parking of non-roadworthy motor vehicles and trailers on public roads;

With regard to (1), the maximum parking duration is limited to 8 consecutive hours, except where local regulations apply.

With regard to (2), the maximum parking duration is limited to 3 consecutive hours.

With regard to (3), the maximum parking duration is limited to 24 consecutive hours.

Sec. 4. Limited-time parking does not apply to vehicles parked in front of property entrances and whose number plates are legibly reproduced on these entrances.

Unless specific conditions are indicated on the signs, limited-time parking does not apply to vehicles used by disabled persons when the special card issued by the competent Minister for Social Security or their delegate is affixed in accordance with the requirements mentioned on this card, on the inside of the windscreen, or, failing that, on the front of the vehicle, in a manner that is visible and legible.

Sec. 5. The driver positions the arrow on the parking disc on the line following the line indicating the moment of arrival.

It is prohibited to display inaccurate information on the disc. The disc's information may not be modified before the vehicle has left the space.

The motor vehicle must leave the parking space no later than the expiration of the authorised parking time.

The document issued in a foreign country by the competent authority of that country to disabled persons using vehicles and that bears the symbol P.35 referred to in Annex 1 to the Public Highway Code is considered to be a disabled person's parking card.

The disabled person's parking card can only be used when the holder is transported in the vehicle being parked or when they are driving the vehicle themselves.

Sec. 6. The E9 panel can be supplemented with an additional M33-P30 panel to regulate loading and unloading.

## **Section 6. Conformity of vehicles**

**Article 21.** A vehicle may not be placed or kept on public roads if it does not comply with the provisions of this decree and the technical regulations.

## **Section 7. Vehicles equipped with metal tracks**

**Article 22.** Vehicles with metal tracks cannot be used on public roads. This provision shall not apply to vehicles of the armed forces.

## **Section 8. Use of public roads**

**Article 23.** The minister responsible for managing motorways and roads or their delegate may take all provisional measures to regulate traffic at a specific point on a public road, in the event of special circumstances.

**Article 24.** It is prohibited on public roads to erect advertising billboards, signs, or other devices that may dazzle users, that may mislead users, that represent or even partially imitate road signs, that are confused at a distance with signals, or that otherwise impair the effectiveness of regulatory signals.

It is prohibited to give a red or green luminosity to any advertising billboard, sign, or device located within an area extending up to 75 metres from a traffic light signal, at a height of less than 7 metres above the ground.

## **Section 9. Cargo bicycle**

**Article 25.** The trailer pulled by a bicycle used in the context of pilot projects for the transport of goods may, under the conditions determined by the Minister responsible for road safety, have a maximum width of 1.20 metres.

## **Chapter 9. Administrative fines, reduced administrative fines, deposit and recovery of sums and ex officio measures**

**Article 26.** Sec. 1. Pursuant to Article 24, Sec. 1, of the decree of 4 April 2019, the amount of the administrative fines for infringements of the provisions of this decree are defined in the annex to this decree.

**Article 27.** In the event of an infringement of the provisions of Articles 8 to 10, the driver shall unload, unhitch or park their vehicle in the nearest location, failing which the vehicle is detained.

The same applies in the event of infringement of the provisions of the technical regulations relating to the maximum authorised mass and the laden mass of vehicles.

## **Chapter 10. Amending provisions**

**Article 28.** Article 84 of the decree of the Walloon Government of 23 May 2019 relating to delegations of powers to the Public Service of Wallonia, last amended by the decree of the Walloon Government of 16 December 2020 amending the decree of the Walloon Government of 23 May 2019 relating to delegations of powers to the Public Service of Wallonia, is supplemented by (6) and (7), worded as follows:

"(6) pursuant to Article 13 of the decree of the Walloon Government of ... (date) relating to the regionalised rules of the Public Highway Code, a delegation is granted to the Director General to determine, for road signs used in the context of trials, the conditions under which it authorises exemptions from the regionalised rules of the Public Highway Code

(7) pursuant to Article 23 of the decree of the Walloon Government of ... (date) relating to the regionalised rules of the Public Highway Code, a delegation is granted to the Director General to take all temporary measures to regulate traffic at a specific point on a public highway, in the event of special circumstances. "

## **Chapter 11. Final provisions**

**Article 29.** The royal decree of 1 December 1975 on the general regulations governing road traffic and the use of public roads is repealed.

**Article 30.** This decree shall enter into force on 1 September 2026.

**Article 31.** The Minister for Road Safety shall be responsible for the implementation of this decree.

Namur, ... (date).

For the Government:

**The Minister-President,**

**Adrien DOLIMONT**

**The Walloon Vice-President and Minister responsible for Mobility and Road Safety,**

## François DESQUESNES

### Annex

<b>Injunctions and indications</b>			
a	Failure to comply with the orders of qualified officers.	Article 4	€ 174
b	Failure to comply with the instructions of site signallers, officers charged with the surveillance and operation of bridges, road traffic coordinators and escorts of exceptional vehicles.	Article 5	€ 174
<b>Excess dimension of the vehicle including the load or of the load alone</b>			
c	Excessive length in contravention of road signs.	Article 32 bis of the technical regulations , Articles 8 and 12	€ 58
d	Excess height in contravention of road signs.	Article 32 bis of the technical regulations , Article 8 Sec. 5 and Article 12.	€58
e	Excess width contravention of road signs.	Article 32 bis of the technical regulations , Articles 8 and 12.	€58
<b>Excess mass</b>			
f	Excess mass contravention of road signs.	Art. 32 bis of the technical regulations , Articles 17 and 12	€174
<b>Load signalling</b>			
g	The load is not signalled correctly.	Article 9	€ 116
<b>Stowing</b>			
h	The load is not stowed correctly.	Article 10	€ 116
<b>Protection of road infrastructure</b>			
i	On bridges, drivers of vehicles and vehicle trains whose maximum authorised mass exceeds 7.5 tonnes shall maintain an interval of at least 15 metres between them.	Article 14, subpara. 1	€ 116
j	Outside built-up areas, drivers of vehicles and vehicle trains with a	Article 14, subpara. 2	€ 116

	maximum authorised mass exceeding 7.5 tonnes shall maintain an interval of at least 50 metres between them.		
k	The user shall take all necessary measures to avoid causing damage to the public roads. To do this, drivers adapt their speed or lighten the load on their vehicle or take a different route.	Article 15	€ 116

Authorised to be annexed to the decree of the Walloon Government of (...) on the regionalised rules of the Highway Code and amending the decree of the Walloon Government of 23 May 2019 on the delegation of powers to the Public Service of Wallonia.

Namur, ... (date).

For the Government:

**The Minister-President,**

**Adrien DOLIMONT**

**The Walloon Vice-President and Minister responsible for Mobility and Road Safety,**

**François DESQUESNES**