

Draft Order of the Government of the Brussels-Capital Region of xx/xx/xxxx on the Brussels Highway Code
The Government of the Brussels-Capital Region,
Having regard to the Special Law of 12 January 1989 on Brussels institutions;
Having regard to the Special Law of 6 January 2014 on the Sixth State Reform;
Having regard to Law of 16 March 1968 on Road Traffic policing;
Having regard to the Royal Order of 1 December 1975 on the general regulations governing road traffic policing and the use of public roads;
Having regard to the deliberation at the Interministerial Mobility Conference on 28 May 2023;
Having regard to the assessment report on equal opportunities, known as the 'equal opportunities test', required by Article 2(1) of the Ordinance of 4 October 2018 introducing the equal opportunities test and Article 1(1) of the Order of 22 November 2018 implementing this Ordinance, of which the Government of the Brussels-Capital Region became aware on 13 July 2023;
Having regard to the opinion of the Council of State No xxx given on XX/XX/XXXX pursuant to Article 84(1), subparagraph 1(1), of the Laws on the Council of State, coordinated on 12 January 1973;
On the proposal of the Minister for Road Safety,
Following deliberation,
Decrees:
Chapter 1 – General provisions
Section 1 – Definitions
Article 1
§ 1 For the purposes of this Code, the term 'Federal Highway Code' means: the Royal Order of xx/xx/xxxx on the Highway Code.
§ 2. The definitions set out in Article 2 of the Federal Highway Code apply to this Order.
Section 2 – Scope
Article 2

This Regulation governs traffic on and use of public roads.

Rail vehicles using roadways do not fall within the scope of this Order.

Section 3 - Skilled employees

Article 3

§ 1. Without prejudice to the powers conferred on other officers or agents of the judicial police and on members of the operational framework of the local and federal police, the following persons shall monitor compliance with this Order and its implementing orders:

- (1) agents of public transport companies in the performance of their duties, entrusted with a judicial police mandate and only in respect of Article 5 of the Federal Highway Code and C5 signals with the additional sign representing symbol P.29 of Annex 1 to the Federal Highway Code, F17 and Articles 74, § 5, 21, 1°, b), 22, 1°, b), 60 and 77, § 8 of the Federal Highway Code;
- (2) officials and agents designated by the Government of the Brussels-Capital Region within the exclusive framework of the powers of the Brussels-Capital Region referred to in this Order;
- (3) harbour masters and deputy harbour masters and harbour inspectors, referred to in the Law of 5 May 1936 fixing the status of harbour masters and the managing official, the deputy managing official or A-level official designated for this purpose by the Board of Directors of the regional public law company of the Port of Brussels referred to in the Order of the Brussels-Capital Region of 3 December 1992 on the operation and development of the canal, the port, the outer harbour and their outbuildings in the Brussels-Capital Region, for the exclusive purpose of carrying out checks on public roads in the port area, as defined by Annexes 2 and 3 referred to in subparagraph 2 of Article 1 of the Order of the Executive of the Brussels-Capital Region of 27 May 1993 laying down the specifications to which the Port of Brussels is subject.

§ 2. The persons referred to in §1.2° and 3° may, in the exercise of their mission:

- (1) give instructions to road users;
- (2) gather information and exercise control by interviewing people and consulting documents and other information media;
- (3) unload or redistribute excess weight and/or loads that are too high, too wide or too long;
- (4) be assisted by the police;
- (5) withhold authorisation for heavier and longer vehicle trains until the infringement ceases to exist;
- (6) place a clamp;
- (7) tow the offending vehicle to a depot.

Section 4 - Injunctions of skilled employees

Article 4

§ 1. Users must comply immediately with the instructions of skilled employees.

§ 2. In particular, the following shall be regarded as instructions:

- (1) the arm raised vertically. This means that all users must stop. Those already inside a junction should evacuate as soon as possible;
- (2) the arm or arms extended horizontally. This means that users coming from a direction that intersects those indicated by the outstretched arm(s) must stop;
- (3) the transverse swing of a red light. This means that the users towards whom the light is directed must stop.

§ 3. Instructions addressed to users on the move may only be given by agents wearing the insignia of their position.

These insignia must be recognisable by night and day.

§ 4. Any driver of a stationary or parked vehicle must move the vehicle as soon as required by a skilled employee.

If the driver refuses or if the driver is absent, the skilled employee may arrange for the vehicle to be moved. 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.

This option may not, under the same circumstances, be exercised by a user without the intervention of a skilled employee.

§ 5. Every user over the age of 15 is required to submit his identity card or equivalent document when requested to do so by a skilled employee in the event of an infringement of this Order.

The derogations, authorisations and passes provided for in this Regulation shall be produced on demand by a skilled employee.

Section 5 - Signaller indications

Article 5

§ 1. Users must immediately comply with the signaller's indications.

§ 2. Signallers may give indications to users with a view to ensuring safety of:

- (1) personnel working on public roads, by site supervisors;
- (2) exceptional vehicles, by escorts and traffic coordinators.

§ 3. To ensure that traffic flows smoothly and safely, the signallers may give the following indications:

- (1) stop traffic;
- (2) divert traffic via another route.

§ 4. The signallers shall:

- (1) wear a retro-reflective safety jacket with the inscription 'signaller' or 'signaalgever' on the front and back of the jacket and be equipped with a disc representing the C3 signal or the red light referred to in Article 4(2)(3) of the Federal Highway Code;
- (2) site supervisors must be at least 18 years old.

§ 5. Where traffic is regulated by light signals, on roads for automobiles and on motorways and at their access and exit, they cannot give indications.

Chapter 2 - General rules for the use of public roads

Section 1 General rules of conduct for users

Article 6

§1. Users must behave on public roads in such a way that they do not cause any inconvenience or danger to other users, including road maintenance personnel and the equipment along the road, surveillance services and priority vehicles.

§2. It is forbidden to obstruct traffic or make it dangerous, either by throwing, depositing, abandoning or dropping onto the public highway any object, debris or materials of any kind, or by spreading smoke or steam, or by creating any obstacle.

§3. Users are required to take all measures to avoid causing damage to the road. To do this, drivers must either moderate their speed or lighten the load on their vehicle, or take a different route.

Section 2 - Speed limits

Article 7

Speed limits vary depending on the type of road.

§1. Outside built-up areas, the speed is limited:

(1) to 120 km per hour 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 other than by road markings.

However, the speed of vehicles and trains of vehicles with a maximum authorised mass of more than 3.5 tonnes, buses and coaches shall be limited to 90 km per hour.

The lower speed limits imposed by signal C43 or resulting from Article 8 shall continue to apply;

(2) to 70 km per hour on other public roads.

Lower or higher speed limits imposed or permitted by road signs or limitations resulting from Article 8 shall continue to apply when they are less than other speed limits.

§2. In built-up areas, the speed limit is 30 km per hour.

However, on certain public roads, a lower or higher speed limit may be imposed or permitted by road signs.

The lower speed limits resulting from Article 8 shall continue to apply.

§3. On roads or parts of public roads reserved for agricultural vehicles, pedestrians, cyclists, horse riders and speedpedelec drivers marked with signs R9 and R11, the speed limit is 30 km per hour.

§4. In the cycle zones marked with road signs R17 and R19, the speed limit is 30 km per hour.

§5. In meeting areas, the speed limit is 20 km per hour.

§6. In pedestrian areas, playground streets and school streets as provided for in the Federal Highway Code, the speed is limited to walking pace.

Article 8

The speed of vehicles is, depending on the type of vehicle, limited:

§ 1. to 70 km per hour for buses and coaches except 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 other than by road markings. However, on other public roads outside built-up areas where road signs allow a higher speed, the speed remains limited to 70 km/h;

§ 2. to 60 km per hour for other vehicles and trains of vehicles with pneumatic tyres whose maximum authorised mass exceeds 7.5 tonnes, except 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 other than by road markings. However, on other public roads outside built-up areas where road signs allow a higher speed, the speed remains limited to 60 km/h;

§3. to the limit laid down in the technical regulations for motor vehicles or, failing that, to 40 km per hour for vehicles with semi-pneumatic, elastic or rigid tyres and for vehicles which, by construction and of origin, are not fitted with suspensions;

§4. to 20 km per hour for motorised moving machines;

§5. The speed of the following vehicles or trains of vehicles which, by way of derogation from Article 40(1) of the Federal Highway Code, draw more than one trailer and whose vehicle train does not exceed the length of 25 metres is limited to 25 km per hour:

- (1) trains of caravans, including trailers;
- (2) trains of vehicles used by work contractors and travelling either between their yard and the site or from one site to another;
- (3) agricultural vehicle trains operating within a 25 km radius of the farm;
- (4) tourist miniature trains, provided that such transport is approved by the municipal authorities as 'public entertainment' and that it complies with the provisions of the municipal authorisation;
- (5) advertising material trains;
- (6) trains of folklore vehicle;
- (7) police or armed forces vehicles;
- (8) the towing vehicle of a longer and heavier vehicle train, travelling under the conditions determined by the Minister responsible for public works;
- (9) service vehicles assigned to the monitoring, control and maintenance of the road.

§6. The speed of vehicles using a makeshift or secondary clamp in accordance with Article 40(4) of the Federal Highway Code is limited to 25 km/h.

Section 3 - no overtaking

Article 9

Drivers of longer and heavier vehicle trains, travelling under conditions determined by the competent infrastructure authorities, may not, outside motorways, overtake on the left.

Section 4 - Traffic on motorways and roads for motorists

Article 10

§1. The sale or offer for sale of any object whatsoever shall be prohibited on motorways and roads for motorists, unless authorised by the Minister responsible for motorway management or his delegate.

§2 The Minister responsible for motorways and roads for motorists or his delegate may take all interim measures to regulate traffic at a particular point on a motorway, due to special circumstances.

§3. The Minister responsible for motorways or his delegate may, under the conditions he determines, authorise military vehicles travelling in convoys and exceptional transport to access the motorways and to travel there at a speed of less than 70 km per hour.

§4. To the extent justified by the requirements of the service or their mission, the admission and traffic rules on motorways and roads for motorists prescribed by Articles 24 and 25 of the Federal Highway Code shall not apply:

- (1) to officials and agents entrusted with policing, surveillance or administrative mission on the motorway or road for motorists, as well as to the drivers of administration equipment;
- (2) to contractors, licensees and concessionaires, members of their staff and the equipment drivers of the aforementioned persons, authorised by the Minister responsible for motorways and roads for motorists or by his delegate.

Chapter 3 - Parking

Section 1 — Limited-time parking

Article 11

§ 1. The model of the parking disc is determined by the Minister responsible for road safety.

The parking disc referred to above shall be treated as 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.

§ 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, to the front of the motor vehicle, four-wheel moped, motor tricycle or quadricycle in a clearly visible and legible manner.

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.

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

- (1) for parking in built-up areas on public roads, vehicles with a maximum authorised mass of more than 7.5 tonnes; the maximum parking time is limited to 8 consecutive hours, unless local Regulations stipulate otherwise;
- (2) to park vehicles on public roads for advertising purposes, the maximum parking time is limited to 3 consecutive hours;
- (3) to park unroadworthy motor vehicles and trailers on public roads; the maximum parking time is limited to 24 consecutive hours.

§ 4. The driver shall position the arrow of the parking disc on the line following that of the moment of arrival.

It is forbidden to include inaccurate information on the disc. The information on the disc cannot be changed until the vehicle has left the parking space.

The motor vehicle must have left the parking space no later than the expiry of the authorised parking period.

Section 2 – Paid parking

Article 12

§1. At parking spaces equipped with parking meters or time-recorders, or in a parking space equipped with a charging station for electric vehicles, parking shall be governed by the terms and conditions mentioned on these devices.

§2. When the nearest parking meter or time-recorder is out of order, the parking disc shall be used in accordance with the provisions of Article 11 of this Order.

§3. Paid parking may also be governed by other terms and conditions, which will be brought to the attention of those concerned on site.

§4. Where required, the parking card shall be affixed, in accordance with the requirements set out on this card, on the inside of the windscreen, or, failing that, to the front of the motor vehicle, in a clearly visible and legible manner.

Section 3 – Parking spaces reserved for residents' card or shared vehicle card holders.

Article 13

Parking spaces marked by signal E9 and supplemented by an additional sign marked 'except for residents' or 'except for shared vehicles' in accordance with Article 68(1.2) and Annex 1, symbol P35 of the Federal Highway Code, shall be reserved for vehicles on which the resident's card or shared car parking card, respectively on the inside of the windscreen or, if there is no windscreen, on the front of the vehicle, is affixed in a visible and legible manner.

Section 4 - Electronic control

Article 14

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

Section 5 - Use of a clamp

Article 15

In case of infringement of the provisions of Articles 11 to 14 of this Order, a clamp intended to immobilise the vehicle may be used.

Chapter 4 - Loading

Section 1 — Loading of vehicles

Subsection 1 — General provisions

Article 16

§1. The load of a vehicle shall be so arranged 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 other road users;
- (3) cause damage to the public road, its outbuildings, structures established there or to public or private property;
- (4) drag or fall on the public road;
- (5) compromise the stability of the vehicle;
- (6) hide lamps, retro-reflectors and the registration number.

These provisions shall not apply to winter service vehicles when justified by the nature of their task.

§2. If the load consists of cereals, flax, straw or fodder, in bulk or in bales, it shall be covered with a tarpaulin or net. However, this provision shall not apply if such transport takes place within a 25 km radius of the loading point and provided that it is not carried out on a motorway.

§3. If the load consists of long parts, they shall be firmly secured to each other and to the vehicle so as not to swing out beyond the extreme lateral contour of the vehicle.

§4. Accessories used to fix or protect the load must be in good condition and be used correctly.

Any element surrounding the load, such as a chain, tarpaulin, net, etc., must do so closely.

§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.

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

Subsection 2 – Dimensions

Article 17

§1. The width of a loaded vehicle, measured all projections included, 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 is 2.6 metres wide in accordance with the Royal Order of 15 March 1968 laying down general regulations on technical conditions to be met by motor vehicles, their trailers and safety accessories; However:
 - a) (a) if the load consists of cereals, flax, straw or fodder in bulk, excluding compressed bales, the width of the loaded vehicle may reach 2.75 metres;
 - b) if the load is constituted as above and transported either within a 25 km radius of the place of loading or within an area of 25 km of the Belgian border, the width of the loaded vehicle may reach 3 metres;
- (2) in the cases provided for in (a) and (b) above, no rigid support may be placed in such a way that any of its parts are at a distance greater than 1.25 metres from the longitudinal plane of symmetry of the vehicle;
- (3) the provisions of Article 17.1.1 of this Order do not apply to winter service vehicles when justified by the nature of their mission;
- (4) three- or four-wheel moped, tricycle or quadricycle with or without a motor or their trailer: the width of the load may not exceed the width of the unladen vehicle by more than 0.30 metres, with an absolute maximum of 2.50 metres;
- (5) handcart: 2.50 metres;
- (6) bicycle, two-wheel moped or their trailer: 1.00 metre;
- (7) motorcycle without sidecar or its trailer: 1.25 metres;
- (8) motorcycle with sidecar: the width of the load may not exceed the width of the unladen vehicle by more than 0.30 metres.

§2. Under no circumstances may the load exceed, at the front, the end of the vehicle, or in the case of an animal-drawn vehicle, beyond the head of the harness.

However, the loading of vehicle trains exclusively for the carriage of motor vehicles may exceed at the front by a maximum of 0.50 metres.

§3. The load of bicycles, mopeds, motorcycles, tricycles and quadricycles with or without engines and their trailers may not extend beyond the rear end of the vehicle or trailer by more than 0.50 metres. Trailers attached to cycles without engines may not exceed a total length of 2.50 metres, including the load.

§4. The load of other vehicles may not exceed the rear end of the vehicle by more than 1 metre.

However, the exceedance may reach:

- (1) 3 metres, when one of these vehicles is loaded with indivisible parts of great length;
- (2) 1.50 metres, for the loads of vehicles trains used exclusively for the carriage of motor vehicles;

These provisions shall not apply to winter service vehicles when justified by the nature of their task.

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

That of a cycle without motor, including load, may not exceed 2.50 metres.

§6. The load of a moving machine may not exceed 0.50 metres at the front and rear and 0.30 metres on either side.

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

Subsection 3 – Signal devices

Article 18

§1. When vehicle lighting is not required, loads exceeding the rear end of the vehicle by more than 1 metre 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 metre 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 must be fitted with retro-reflective material.

§2. When vehicle lighting is required, loads that extend more than 1 metre beyond the rear end of the vehicle shall be indicated by the sign described above, supplemented by a red rear-facing lamp and an orange retro-reflector on each lateral 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 retro-reflectors under the Motor Vehicles Technical Regulations, an additional orange side retro-reflector(s) shall be placed on the load when the distance between the outer edge of the retro-reflector indicating the greatest projection of the load and the outer edge of the rearmost retro-reflector of the vehicle is greater than 3 metres and in no case may the distance between the outer edges of two successive retro-reflectors exceed 3 metres;
- (2) in the case of a vehicle that is not required to be fitted with side retro-reflectors under the Motor Vehicles Technical Regulations, one or more orange side retro-reflectors may be placed on the load;
- (3) loads projecting laterally beyond the outer gauge of the vehicle so that their lateral end is more than 0.40 metres from the outer edge of the illuminating surface of the position lamp shall, where the vehicle lighting is required, be indicated by end-outline marker lamps and retro-reflectors.

The lamps and retro-reflectors visible from the front shall be white, those visible from the rear shall be red.

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

Section 2 - Exceptional transport

Article 19

§1. The authorisation prescribes the measures to be taken to prevent any damage to the public road, its appurtenances, structures built on it and neighbouring properties.

§2. The Minister responsible for Public Works or his delegate may, prior to issuing the authorisation, require the deposit of a guarantee. The use of an authorisation implies that the user undertakes to pay for any damage or costs that may result from transport.

Section 3 - Vehicle trains

Article 20

Article 40(1) of the Federal Highway Code does not apply to the vehicle trains listed below, provided that they do not travel at more than 25 km per hour:

- (1) the towing vehicle of a longer and heavier vehicle train, travelling under the conditions determined by the competent infrastructure authority;
- (2) service vehicles assigned to the monitoring, control and maintenance of the road.

The total length of these trains may not exceed 25 metres.

Section 4 - Load fallen on the public road

Article 21

§1. When all or part of a load falls on the public road and cannot be immediately removed, the driver shall take the necessary measures to ensure the safety and smooth flow of traffic and to report the obstacle as provided for below without endangering himself:

- (1) as far as possible, operate all direction-indicator lamps simultaneously. In addition, the driver may use other means of signalling, in particular by placing a portable flashing amber lamp;
- (2) when it is impossible to operate all direction-indicator lamps, the warning triangle shall be placed, in a clearly visible manner, in the direction of the traffic for which the fallen load presents a danger.

<p>§2.The warning triangle shall be placed upright at a distance from the vehicle of approximately:</p> <p>(1) 100 metres 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 other than by road markings;</p> <p>(2) 30 metres on other public roads.</p> <p>Where these distances cannot be respected, the warning triangle may be placed at a lesser distance and possibly at the height of the fallen load.</p>
<p>§ 3. On motorways, motor roads and in tunnels, the driver of a vehicle that has lost its load, and is parked at a location where stopping or parking is prohibited, must wear a retro-reflective safety jacket when leaving the vehicle.</p>
<p>§ 4. If the driver is absent, refuses or is unable to follow the instructions of skilled employees referred to in Article 3(1)(2) and (3) of this Order, the skilled employee may automatically arrange for his load to be moved.</p> <p>On motor roads and motorways, the skilled employee shall automatically move the vehicle and its load.</p> <p>The journey is made at the risk and expense of the driver and the persons civilly liable.</p>
<p>Section 5 - Coupled vehicles</p>
<p style="text-align: center;">Article 22</p> <p>When the loading length of a tug exceeds 12 metres, an attendant follows the load on foot.</p>
<p>Section 6 - Handcart</p>
<p style="text-align: center;">Article 23</p> <p>When a handcart or its load does not give the driver sufficient forward visibility, the driver pulls his vehicle.</p>
<p>Section 7 - Traffic in port areas</p>
<p style="text-align: center;">Article 24</p> <p>The provisions of this Order may not apply or be amended for traffic between boarding and disembarkation docks, depots, sheds and warehouses established in port areas.</p>
<p>Section 8 - Miscellaneous provisions</p>

Article 25

§1. In the event of an infringement of the provisions of Articles 16, 17 and 18 of this Regulation, the driver shall be required to unload, uncouple or park his vehicle in the nearest locality, failing which the vehicle shall be detained.

The same applies in the event of an infringement of the provisions of the Motor Vehicles Technical Regulations relating to the maximum authorised mass and the laden mass of vehicles.

§2. To the extent justified by the requirements of the service or their mission, the admission and traffic rules on motorways prescribed by Article 24 of the Federal Highway Code shall not apply to:

- (1) officials and agents entrusted with policing, surveillance or administration on the motorway, as well as drivers of administration equipment;
- (2) contractors, licensees and concessionaires, members of their staff and the equipment drivers of the aforementioned persons, authorised by the Minister for motorways management or his delegate.

§3. Articles 9(2), 10(1), 21, 22 and 40 of the Federal Highway Code and Articles 7, 11, 12, 17 and 20 of this Order shall not apply to administrative vehicles assigned to the supervision, control and maintenance of the roadway, when they are irreconcilable with the nature or temporary or permanent assignment of the vehicle.

§4. Bus lanes may be used by the service vehicles assigned to the monitoring, control and maintenance of the road, only when justified by the nature of the mission.

Chapter 5 - Technical requirements for motor vehicles and their trailers

Section 1 - Engine components, noise and smoke

Article 26

Motor vehicles shall be conditioned, maintained and driven in such a way that they do not adversely affect traffic safety or inconvenience other road users. To this end, it shall be forbidden to:

- (1) unlawfully spill oil or fuels on public roads;
- (2) disturb the public or to frighten animals by noise; under no circumstances may the noise level exceed the limits set by the technical regulations for motor vehicles or mopeds and motorcycles;
- (3) produce, except for fugitive smoke emissions caused in particular when the engine is started or the vehicle gearshift is operated, smoke emissions that exceed the limits set by the motor vehicles technical regulations;
- (4) emit polluting gases that exceed the limits set by the motor vehicles technical regulations.

Section 2 - Tyres

Article 27

Wheel tyres must have a smooth running surface without indentations or protrusions likely to damage public roads.

Chapter 6 - Final provisions

Article 28

The Royal Order of 1 December 1975 on the general regulations governing road traffic policing and the use of public roads is repealed.

Article 29

This Order shall enter into force on the first day of the month following the expiry of a period of 18 months beginning on the day after its publication in the Belgian Official Gazette (Moniteur belge).

Article 30

The Minister for Road Safety shall be responsible for the enforcement of this Order.

Brussels, xxx,

On behalf of the Government of the Brussels-Capital Region

The Minister-President of the Government of the

Brussels-Capital Region,

Rudi VERVOORT

The Minister of the Government of the Brussels-Capital Region, responsible for Mobility,
Public Works and Road Safety,

Elke VAN DEN BRANDT