

PUBLIC SERVICE OF WALLONIA

Draft order of the Walloon Government of ... (date) on the regionalised rules of the Highway Code and amending the Order of the Walloon Government of 23 May 2019 on delegation of powers to the Public Service of Wallonia

The Walloon Government,

Having regard to the Special Act of 8 August 1980 on Institutional Reform, Article 87(1) and (2);

Having regard to the Decree of 4 April 2019 on administrative fines for road safety, Articles 3, 5, 6, 7, 13, 16 and 24;

Having regard to the Royal Decree of 1 December 1975 on the general regulations governing road traffic and the use of public roads;

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

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

Having regard to the agreement of the Minister for the Budget, given on XX ... (date);

Having regard to the communication to the European Commission on XX ... (date) pursuant to Article 5(1) of Directive (EU) 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 of rules on Information Society services;

Having regard to opinion No XX.XXX/X of the Council of State, given on ... (date), pursuant to Article 84(1), subparagraph 1(2), of the coordinated Laws on the Council of State, coordinated on 12 January 1973;

Having regard to the Royal Decree of XX ... (date) on the Highway Code;

On the proposal of the Minister for Road Safety and the Minister for Mobility;

After deliberations,

HEREBY DECREES:

Chapter 1. General provisions

Article 1. § 1. For the purposes of this Order, the following terms and definitions apply:

(1) the Highway Code: the Royal Decree of ... (date) on the Highway Code;

(2) the Decree of 4 April 2019: the Decree of 4 April 2019 on administrative fines for road safety;

(3) the technical regulation: the Royal Decree of 15 March 1968 laying down General Regulations on the technical conditions to be met by motor vehicles and their trailers, their components and safety accessories and the Royal Decree of 10 October 1974 laying down General Regulations on the technical conditions to be met by mopeds and motorcycles and their trailers, and any legislation of the region relating to the technical requirements of vehicles;

(4) loading: any goods or equipment carried by a vehicle;

(5) the municipal parking card: a card issued by the municipality entitling its holder to special parking regulations for limited-time parking or paid parking;

Regarding (5), the municipal parking card allows its holder to park on reserved spaces in accordance with the provisions set out in the regulations laid down by the municipal council.

Article 2. Articles 6 to 8 shall not apply to vehicles used by the qualified staff referred to in Article 3 and to priority vehicles carrying out a priority mission.

Articles 6 to 12 of this Order and Articles 20, 21 and 22 of the Highway Code 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.

Chapter 2. Qualified workers, injunctions from qualified workers and instructions from signallers, bridge guards and coordinators and escorts for exceptional vehicles

Section 1 Qualified workers

Article 3. The workers qualified to investigate and detect the infringements listed in the Annex are:

(1) the qualified workers referred to in Article 14 of the Decree of 4 April 2019;

(2) agents of public transport companies in the performance of their duties;

(3) engineers and other agents responsible for the supervision of the highway;

(4) senior department engineers, engineers, brigade chiefs and technical agents, with regard to traffic on State roads and forest tracks.

Regarding (2), agents of public transport companies are entrusted with a judicial police mandate to establish offences concerning signals in connection with the public transport traffic. This is provided that the staff of the operational framework of the Federal Police and the local police are not present at the scene of the intervention.

Section 2. Injunctions from qualified workers

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

The following shall be considered as injunctions:

- (1) the arm raised vertically, which means stop for all users, except for those who are inside a junction, who clear the junction;
- (2) the arm or arms extended horizontally, which means stop for users coming from directions that intersect those indicated by the extended arm(s);
- (3) the transverse swing of a red light, which means stop for drivers towards whom the light is directed.

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

These badges must be recognisable day and night.

§ 3. Any driver of a stationary or parked vehicle shall move the vehicle as soon as instructed to do so by a skilled employee.

If the driver refuses or if the driver is absent, the skilled employee 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.

Under the same conditions as those referred to in paragraph 2, a user shall be accompanied by the intervention of a skilled employee to exercise that option.

Section 3. Instructions from signallers, bridge guards and coordinators and escorts for exceptional vehicles

Article 5. § 1. Users obey the following instructions:

- (1) construction site signallers;
- (2) agents responsible for the supervision and operation of bridges that open onto the public highway, with regard to traffic on and around these structures;
- (3) road traffic coordinators and escorts who ensure the smooth, safe and orderly passage of exceptional transport.

§ 2. The signallers and agents referred to in paragraph 1(1) and (2) wear a retroreflective safety jacket with the inscription "signaller" on the front and back of the jacket. 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 give the following instructions to ensure smooth and safe flow of traffic:

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

Chapter 3. Speed.

Section 1 General rules

Article 6. § 1. All users must adapt their behaviour to the layout and congestion of the premises, the traffic density, the field of visibility, the state of the road, the weather conditions, the nature, the condition and the load their vehicle, as well as the presence of other users.

Drivers must be extremely cautious about the more vulnerable categories of users, in particular pedestrians and cyclists, especially children, persons with reduced mobility and

persons with disabilities, as well as staff involved in the maintenance of roadways and roadside equipment.

Every driver shall adjust his speed, which must not exceed than the maximum permissible speed.

Every driver must under all circumstances be able to stop in front of a foreseeable obstacle.

§ 2. When crossing a road, the driver whose progress is hindered by an obstacle or the presence of other users, slows down and if necessary stops to allow oncoming traffic to pass.

§ 3. A driver who drives alongside a coach, bus, rail vehicle or minibus that has stopped for boarding or disembarking passengers, slows down considerably and stops if necessary.

§ 4. If the minimum distance between the driver and the pedestrian provided for in Article 34(2) of the Highway Code cannot be respected, the driver slows down to pass the pedestrian at moderate speed, or stop if necessary.

§ 5. If the minimum distance between the driver of a motor vehicle, with the exception of a two-wheel moped, and the cyclist or two-wheel moped driver, provided for in Article 37(1) of the Highway Code, cannot be complied with, the driver slows down to pass the pedestrian at moderate speed or if necessary stops.

§ 6. The driver slows down when approaching draught animals, pack animals and mounts, or cattle that are on the public road. He stops when these animals show signs of fright.

§ 7. When passing close to an obstacle that pedestrians must avoid by using the carriageway, drivers leave a clear space of at least 1 metre alongside this obstacle. If this condition cannot be met and if a pedestrian is walking at the same height as the obstacle, the driver may only drive along the obstacle at walking pace.

Section 2. Speed limits

Subsection 1. General speed limits

Article 7. § 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 signal C43.

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

§ 2. Outside motorways and built-up areas, the speed is limited:

(1) to 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 other than by road markings.

(2) to 90 km/h:

(a) on public roads divided into four or more traffic lanes, at least two of which are assigned to each direction of traffic and traffic directions of which are separated by road markings.

(b) on other public roads.

(3) to 70 km/h on the central carriageway.

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

With regard to (1), 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/h. The speed of coaches with all seats fitted with a seat belt and with a speed limiter set to a maximum speed of 100 km/h shall be limited to 100 km/h.

However, a lower speed limit may be imposed or permitted by a C43 signal.

With regard to (2), a lower speed limit may, however, be imposed or permitted by a C43 signal.

§ 3. In the meeting areas referred to in Article 26 of the Highway Code, the speed is limited to 20 km/h.

§ 4. Traffic on reserved roads or parts of public roads referred to in Article 28 of the Highway Code shall not exceed 30 km/h.

§ 5. Traffic in the pedestrian zone referred to in Article 29 of the Highway Code shall move at walking pace.

§ 6. Traffic on the street reserved for play or the school street referred to in Articles 30 and 31 of the Highway Code shall be at walking pace.

§ 7. In the cycle zones indicated by the R17 signal, the speed limit is 30 km/h.

§ 8. On public roads with elevated devices indicated by signal A14 or F87, drivers shall approach these devices at a moderate speed so as to cross them at a speed of not more than 30 km/h.

§ 9. On the parts of public roads indicated by signal D9, D11, R12, the speed is limited to 30 km/h.

§ 10. Towing operations carried out in accordance with Article 40(4) of the Highway Code may only be carried out at a maximum speed of 25 km/h.

Subsection 2. Speed limits depending on the vehicle

Article 8. § 1. Depending on the type of vehicle, the speed of vehicles is limited to:

(1) 75 km/h for buses and coaches except on the roads referred to in Article 24(2)(1) of the Highway Code;

(2) 60 km/h outside built-up areas and 40 km/h in built-up areas for other vehicles and trains of vehicles with pneumatic tyres whose maximum authorised mass exceeds 7.5 tonnes, except on the roads referred to in Article 7(2)(1) and (2)(a);

(3) the limit laid down in the technical Regulations for motor vehicles or, failing that, to 40 km/h for vehicles with semi-pneumatic, elastic or rigid tyres and for vehicles which, by virtue of their construction and origin, are not fitted with suspension.

§ 2. Motorcycles running between two traffic lanes in accordance with Article 17(2)(6) of the 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 shall not exceed 20 km/h.

§ 3. Where a vehicle is travelling in derogation of Article 40(2) of the Highway Code, its speed may not exceed 25 km/h.

§ 4. Folk vehicles referred to in Article 2 of the Highway Code shall be exempted from the application of this Order and compliance with the requirements of the technical Regulations provided that they do not exceed the speed of 25 km/h.

§ 5. The authorisation for the entry into service of exceptional vehicles may stipulate access to the motorway and travel at a speed of less than 70 km/h.

Chapter 4. Load

Section 1 Load dimensions

Article 9. § 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 technical Regulations;
- (2) 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 metre, 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 sidecar or its trailer: 1.25 metres;
- (6) motorcycle with sidecar: the width of the load may not exceed the width of the unladen vehicle by more than 0.30 metre, with an absolute maximum of 2.50 metres;

However, with regard to (1):

- (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.

In the cases provided for in (a) and (b) above, a rigid support may not 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.

§ 2. The load may not exceed the end of the vehicle at the front, 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 metre.

§ 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 metre. 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 one metre.

However, the overshoot 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;
- (3) 1.50 metres, where 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 and provided that the distance between the underside of the trailing edge of the on-board forklift and the carriageway does not exceed 65 cm and that the trailing edge is strong enough to serve as a bumper;
- (4) 1.50 metres for loads consisting of bales of straw, cereals, pulses, fibre plants or fodder.

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

However, if the load consists of bales of compressed flax, straw, cereals, pulses, fibre plants or fodder the height of the loaded vehicle can reach 4.30 metres.

The height of a cycle without motor, including the load, cannot exceed 2.50 metres.

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

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

§ 7. Trains of advertising material may not exceed 25 metres.

§ 8. When the loading length of a tug exceeds 12 metres, an attendant follows the load on foot.

Section 2. Load signalling

Article 10. § 1st. 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 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 are fitted with retro-reflective material.

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

§ 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 metre 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 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 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;

§ 3. Loads which project laterally beyond the outer gauge of the vehicle so that their lateral end is more than 0.40 metre from the outer edge of the illuminating surface of the position lamp shall, where vehicle lighting is required, be indicated by end-outline marker lamps and retroreflectors.

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 metre from the highest projection of the load.

Article 11. § 1. Where a platform elevator or other device attached to the rear of the vehicle is used to facilitate loading and unloading, at least the outside corners must be marked for other road users i.e.:

- (1) by means of reflective strips attached to it;
- (2) by means of retroreflective cones;
- (3) by means of flashing yellow-orange lights.

These means of signalling may be used together. They are visible in all circumstances.

§ 2. When mobile handling equipment is used, the area of activity shall be indicated either:

- (1) by means of retroreflective cones;
- (2) by means of one or more portable flashing yellow-orange lights.

These means of signalling may be used together. They are visible in all circumstances.

§ 3. The retro-reflective strips referred to in paragraph 1 have a minimum surface area of 0.120 square metre with a minimum width of 0.25 metre. They shall be equipped with alternating red and white diagonal stripes at least 0.10 metre wide.

The retroreflective cones referred to in paragraphs 1 and 2 shall have a minimum height of 0.40 metre and shall be fitted with alternate red and white strips at least 0.10 metre wide.

Section 3. Securing the load

Article 12. § 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, retroreflectors and the registration number.

§ 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 to:

- (1) transport within a 25 km radius of the place of loading and which is not carried out on a motorway;
- (2) the transport of loads that do not emit dust or particles when blow by the air.

§ 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 that are used to secure or protect the load are in good condition and are used correctly.

Any element that surrounds the load, such as a chain, a tarpaulin, a net, does 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 left open during travel, they shall be secured so as not to extend beyond the extreme lateral contour of the vehicle.

Section 4. Loss of load

Article 13. 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 in accordance with the requirements of Article 47, subparagraph 1(2) of the Highway Code.

On motor roads and in tunnels, the driver of a vehicle who is involved in a loss of load is parked at a place where stopping or parking is prohibited, and wears a retroreflective safety jacket when leaving his vehicle.

Chapter 5. Vehicle trains

Article 14. § 1. A cycle, a motor vehicle and an animal-drawn vehicle can only tow one vehicle.

§ 2. Paragraph 1 does not apply to the following vehicles:

(1) the towing vehicle for longer and heavier vehicle trains, travelling under the conditions determined by the competent infrastructure authority, may tow two trailers;

(2) service vehicles used for the surveillance, control and maintenance of the roadway, where the provision in paragraph 1 cannot be reconciled with the nature or temporary or permanent use of the vehicle;

The total length of these vehicle trains may not exceed 25 metres, except for the longer and heavier vehicle trains mentioned above.

Chapter 6. Overtaking ban for longer and heavier vehicle trains

Article 15. Drivers of longer and heavier vehicle trains may not overtake, outside motorways, vehicles that travel at more than 50 km/h.

Chapter 7. Road signs

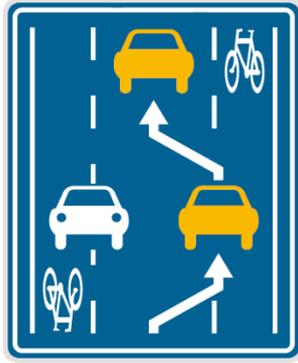
Article 16. § 1. The Minister responsible for Road Safety shall lay down the general rules concerning technical requirements, dimensions and special conditions for the installation of road signs.

The Minister responsible for Road Safety or his delegate shall determine, for road signs, used in the course of trials, the conditions under which he authorises derogations from the general rules referred to in paragraph 1;

§ 2. When arterial highways are congested, qualified workers may, in an emergency, place signals to temporarily divert or channel traffic.

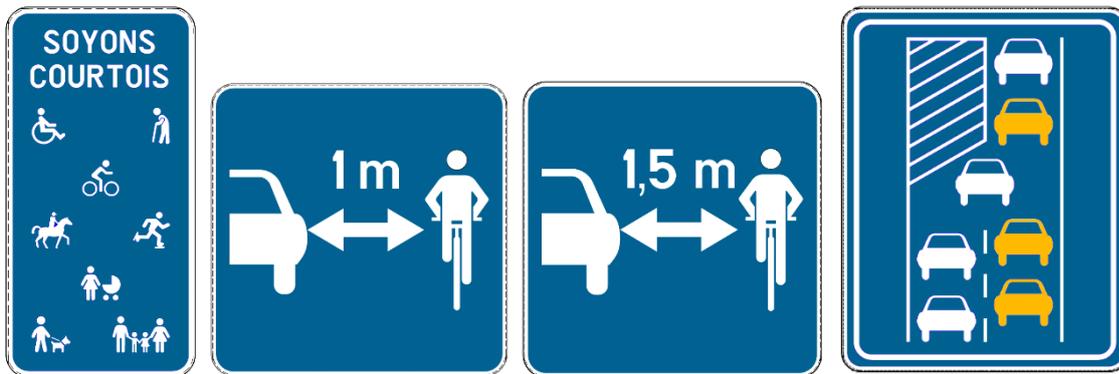
In the case referred to in subparagraph 1, the signals are removed as soon as traffic has returned to normal.

Article 17. § 1. The signalling of the central carriageway may be supplemented by the



following indication:

§ 2. The following signs can be used to raise awareness and remind people of the general rules of the Highway Code:



SOYONS COURTOIS	LET'S BE COURTEOUS
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§ 3. Meaning of the following symbols:



P38. Cross-country skiing



S34. Leisure centre

Chapter 8. Testing

Article 18. The Minister responsible for Road Safety or delegate may, in the context of trials or pilot projects, exceptionally authorise derogations from the provisions of this Order and the Highway Code. He may also authorise the entry into service of such vehicles on public roads under the conditions and for the limited period he determines.

Where vehicles and trains of vehicles are used in pilot projects the purpose of which is to operate them at short distances from each other, Article 19 shall not apply.

Chapter 9. Miscellaneous rules

Section 1 Protection of road infrastructure

Article 19. On bridges, drivers of vehicles and trains of vehicles 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 20. The user shall take all necessary measures to avoid causing damage to the road. To do this, drivers adapt their speed or lighten the load on their vehicle or take a different route.

Section 2. Transport of dangerous goods

Article 21. Vehicles transporting 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 Act of 10 August 1960 and which, pursuant to this Agreement or regulatory provisions of domestic law, are fitted with an orange sign, shall, except where necessary, use motorways.

Access to public roads or parts of public roads with signals C25 a, b, or C is forbidden to drivers of vehicles transporting dangerous goods as determined by the Minister responsible for Road safety.

Section 3. Vehicle mass rules

Article 22. § 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) liquids;
- (2) 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) body, cab and doors;
- (5) glazing, coupling, spare wheels and tools.

Mass in running order of:

- 1° three-wheel mopeds referred to in Article 2 of the Highway Code is limited to 270 kg;
- (2) four-wheel mopeds referred to in Article 2 of the Highway Code are limited to 425 kg;
- (3) motor tricycles referred to in Article 2 of the Highway Code is limited to 1,000 kg;
- (4) motor quadricycles referred to in Article 2 of the Highway Code is limited to 450 kg or 600 kg for vehicles used to transport goods.

§ 2. For electric vehicles referred to in (1) and (2) and (3), this mass shall be understood as excluding batteries.

For electric vehicles referred to in (4) with a maximum net motor power not exceeding 15 kW, the indicated mass shall be without batteries.

Article 23. The mass of the trailer coupled to a bicycle may not exceed 80 kg, including load and passengers.

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

Section 4. Rules on paid parking

Article 24. § 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 charge is made for that parking space.

§ 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 changed 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 established in a limited-time parking area, except in the case referred to in subparagraph 1.

§ 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 is 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.

§ 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.

§ 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.

§ 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 windscreen, or, failing that, on the front of the vehicle, in a clearly visible and legible manner.

The municipality may replace the use of the municipal parking card or pass with an electronic control system based on the vehicle 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 number plate and a card shall not be affixed to the windscreen.

§ 7. In case of infringement of the rules of paid parking, the public authority may use of a clog to immobilise the vehicle.

§ 8. Parking rules are applicable from Monday to Saturday inclusive or on days specified by the signage.

Section 5. Limited-time parking

Article 25. § 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 in which the vehicle, in which the disc is placed, is registered shall be assimilated to the parking disc referred to above.

§ 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 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) in built-up areas, for parking on public roads of vehicles, vehicle trains and trailers with a maximum authorised mass of more than 7.5 tonnes;

(2) to park vehicles on public roads for advertising purposes;

(3) to park unroadworthy motor vehicles and trailers on public roads;

With regard to (1), the maximum parking time is limited to 8 consecutive hours unless local regulations stipulate otherwise.

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

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

§ 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 special conditions are indicated on the signs, limited-time parking shall not apply to vehicles used by persons with disabilities when the special card issued by the Minister responsible for Social Security or his delegate is affixed in accordance with the instructions stated on this card, inside the windscreen, or, failing that, on the front of the vehicle, in a visible and legible manner.

§ 5. 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 shall leave the parking space no later than the expiry of the authorised parking period.

A document issued in a foreign country by the competent authority of that country to persons with disabilities who use vehicles and which bears the symbol P.35 referred to in Annex 1 to the Highway Code shall be treated as the disabled parking card.

The disabled parking card may only be used when the holder is transported in the parked vehicle or when driving the vehicle himself.

§ 6. The E9 sign can be supplemented by an additional M39 sign to regulate loading and unloading.

Section 6. Conformity of vehicles

Article 26. A vehicle may not be put or kept on public roads if it does not comply with the provisions of this Order and the Technical Regulations.

Section 7. Vehicles equipped with metal tracks

Article 27. Metal tracked vehicles cannot be used on public roads. This provision shall not apply to vehicles of the armed forces.

Section 8. Use of public roads

Article 28. The Minister responsible for roads or his delegate may take all interim measures to regulate traffic at a particular point on a public road, due to special circumstances.

The Minister responsible for motorways or his delegate is competent to authorise a derogation from the rules governing admission and traffic on motorways prescribed by Article 24 of the Highway Code, provided that the requirements of the service or their mission so warrant;

(1) to 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.

It is forbidden to erect on advertising hoardings, signs or other devices on public roads which are likely to dazzle users, mislead users, which represent or even partially limit road signs, which merge at a distance with signals or otherwise impair the effectiveness of statutory signals.

It is forbidden to give a red or green glow to any advertising panel, sign or device located in 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. Seating.

Article 29. It shall be prohibited to carry persons on the outside of the bodywork of a vehicle, except for vehicles used by the federal and local police, the armed forces, firefighting services, road maintenance and surveillance, civil defence and the refuse collection services, where this is justified by the nature of their mission.

Chapter 10. Administrative fines, reduced administrative fines, deposit and recovery of sums and ex officio measures

Article 30. § 1. Pursuant to Articles 23 and 24 of the Decree of 4 April 2019, the amount of administrative fines for infringements of the provisions of this Order is as follows:

(1) for the infringements referred to in the Annex with the exception of points c to k, the administrative fine is EUR 30 to EUR 6,500;

(2) for the infringements referred to in points c to k, the administrative fine is that referred to in Article 23(2) of the Decree of 4 April 2019.

§ 2. The amounts of the reduced administrative fines referred to in Article 33 of the Decree of 4 April 2019, sums to be deposited or recovered pursuant to Article 34(1) of the Decree of 4 April 2019 for infringements of the provisions of this Order are the amounts defined in the Annex.

Article 31. In the event of an infringement of the provisions of Articles 9 to 12, the driver shall unload, uncouple or park his vehicle in the nearest locality, failing which the vehicle shall be 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 11. Amending provisions

Article 32. In Article 82(1)(7), of the Decree of the Walloon Government of 23 May 2019 on the delegation of powers to the Public Service of Wallonia, the words "pursuant to Article 59.10.2 of the Royal Decree of 1 December 1975 laying down General Regulations on road traffic police" are replaced by the words "pursuant to Article 28, subparagraph 2, of the Order of the Walloon Government of ... (date) on regionalised rules of the Highway Code".

Article 33. Article 84 of the Order of the Walloon Government of 23 May 2019 on delegation of powers to the Public Service of Wallonia as last amended by the Order of the Walloon Government of 16 December 2020 amending the Order of the Walloon Government of 23 May 2019 on delegation of powers to the Public Service of Wallonia, is supplemented by (6), (7) and (8) drafted as follows:

"(6) pursuant to Article 16(1), subparagraph 2 of the Walloon Government Order of ... (date) on the regionalised rules of the Highway Code, a delegation is granted to the Director-General to determine, for road signs used in the course of trials, the conditions under which he authorises derogations from the general rules concerning technical requirements, dimensions and special conditions for the placement of road signs.

(7) pursuant to Article 18 of the Walloon Government Order of ... (date) on the regionalised rules of the Code of Public Road, a delegation is granted to the Director General to determine, in the context of tests or pilot projects, the conditions under which he authorises derogations from the general rules of the Highway Code and the regionalised rules of the Highway Code

(8) pursuant to Article 28 of the Order of the Walloon Government of ... (date) on the regionalised rules of the Highway Code, a delegation is granted to the Director General to take all interim measures to regulate traffic at a specific point of a public road, due to special circumstances."

Chapter 12. Final provisions

Article 34. The Royal Decree of 1 December 1975 on the general regulations governing road traffic and the use of public roads is repealed.

Article 35. This Order shall enter into force on ... (date).

Article 36. The Minister for Road Safety and the Minister for Mobility shall be responsible for the enforcement of this Order.

Namur, ... (date).

For the Government:

The Minister-President,

Elio DI RUPO

The Minister for Road Safety,

Valerie DE BUE

The Minister for Mobility,

Philippe HENRY

Annex to the Order of the Walloon Government of ... (date) on the regionalised rules of the Highway Code

Injunctions and indications			
a	Not obeying injunctions from qualified workers.	Article 4	EUR 174
b	Failing to comply with the instructions of site signallers, bridge guards, traffic coordinators and escorts of exceptional vehicles.	Article 5	EUR 174
General rules on speed			
c	<p>The driver shall adjust his speed to the extent required by the presence of other and in particular the most vulnerable road users, weather conditions, the layout of the premises, their congestion, the traffic density, visibility, road conditions, the condition and load of his vehicle. His speed can be neither a cause of accident nor an inconvenience to traffic.</p> <p>The driver does not hinder the normal speed of other drivers by driving for no valid reason at an abnormally low speed.</p>	Article 6(1) subpara.1 and 2	EUR 116
d	It is forbidden to incite or provoke a driver to drive at excessive speed.	Article 6(1) subpara. 3	EUR 473
e	When crossing a road, the driver whose progress is hindered by an obstacle or the presence of other users, slows down and if necessary stops to allow oncoming traffic to pass.	Article 6(2)	EUR 174
f	A driver who drives alongside a coach, bus, rail vehicle or minibus that has stopped for boarding or disembarking passengers, slows down considerably and stops if necessary.	Article 6(3)	EUR 174
g	If the minimum distance between the driver and the pedestrian provided for in Article 34(2) of the Highway Code cannot be respected, the driver slows down to pass the pedestrian at moderate speed, or stop if necessary.	Article 6(4)	EUR 174
h	If the minimum distance between the driver of a motor vehicle, with the exception of a two-wheel moped, and the cyclist or two-wheel moped driver, provided for in Article 37(1) of the Highway Code, cannot	Article 6(5)	EUR 174

	be complied with, the driver slows down to pass the pedestrian at moderate speed or if necessary stops.		
i	The driver slows down when approaching draught animals, pack animals and mounts, or cattle that are on the public road. He stops when these animals show signs of fright.	Article 6(6)	EUR 116
Speed limits			
j	Speeding in relation to the general rules referred to in Article 6 and road signs which impose a speed limit.	Articles 7 or 16	<p>For the first 10 kilometres per hour above the maximum authorised speed, the sum shall be EUR 53;</p> <p>(1) in a built-up area, zone 30, on the outskirts of a school, in a residential area or in a meeting area, the sum of EUR 53 shall be increased by EUR 11 for each kilometre per hour with which the maximum permissible speed is exceeded beyond the first 10 kilometres per hour which exceeds the maximum permissible speed;</p> <p>(2) in all other cases, the sum of EUR 53 shall be increased by EUR 6 for each kilometre per hour with which the maximum permissible speed is exceeded beyond the first 10 kilometres per hour which exceeds the maximum permissible speed.</p>
k	Speeding in relation to the general rules referred to in Article 7(2)(1), subparagraph 1 or 8, § 1(1) and (2) and to road signs which impose a speed limit for buses and coaches and for vehicles and trains of vehicles with pneumatic tyres with a maximum authorised mass of more than 7.5 tonnes.	Article 7(2)(1), subparagraph 1(8)(1)(1) and (2) or 16	<p>For the first 10 kilometres per hour above the maximum authorised speed, the sum shall be EUR 73;</p> <p>(1) in a built-up area, zone 30, on the outskirts of a school, in a residential area or in a meeting area, the sum of EUR 73 shall be increased by EUR 13 for each kilometre per hour with which the maximum permissible speed is exceeded beyond the first 10 kilometres per hour which exceeds the maximum</p>

			<p>permissible speed;</p> <p>(2) in all other cases, the sum of EUR 73 shall be increased by EUR 9 for each kilometre per hour with which the maximum permissible speed is exceeded beyond the first 10 kilometres per hour which exceeds the maximum permissible speed.</p>
Oversized vehicle including load or load only			
l	Excess length in contravention of general rules or road signs.	Article 32a of the Technical Regulations, Article 9 and Article 16.	Application of Article 20, 1° of the Decree of 4 April 2019 and 4 of the Decree of the Walloon Government of 15 December 2022 enforcing the Decree of 4 April 2019 on administrative fines in the field of road safety, with the exception of the administrative and financial status of staff without applying the multiplier referred to in Article 18 of the decree administrative fines.
m	Excess height in contravention of general rules or road signs.	Article 32a of the Technical Regulations, Article 9(5) and Article 16.	Application of Article 20, 2° of the Decree of 4 April 2019 and 4 of the Decree of the Walloon Government of 15 December 2022 enforcing the Decree of 4 April 2019 on administrative fines in the field of road safety, with the exception of the administrative and financial status of staff without applying the multiplier referred to in Article 18 of the decree administrative fines.
n	Excess width in contravention of general rules or road signs.	Article 32a of the Technical Regulations, Article 9 and Article 16.	Application of Article 20, 3° of the Decree of 4 April 2019 and 4 of the Decree of the Walloon Government of 15 December 2022 enforcing the Decree of 4 April 2019 on administrative fines in the field of road safety, with the exception of the administrative and financial status of staff without applying the multiplier referred to in Article 18 of the

			decree administrative fines.
Excess mass			
o	Excess mass in contravention of general rules or road signs.	Article 32a of the Technical Regulations or Article 21 and Article 16.	Application of Article 19 of the Decree of 4 April 2019 without application of the multiplier referred to in Article 18 of the Decree of 4 April 2019.
Load signalling			
p	The load is not signalled correctly.	Article 10	EUR 116
q	The load, platform elevator or other device attached to the rear of the vehicle intended to facilitate loading and unloading is not signalled correctly.	Article 11	EUR 116
Stowing			
r	The load is not stowed correctly.	Article 12	EUR 116 Note: refer to the Decree of the Walloon Government of 13 April 2023 on the technical roadside inspection of commercial vehicles registered in Belgium or abroad for certain categories of vehicles.
Protection of road infrastructure			
s	On bridges, drivers of vehicles and trains of vehicles whose maximum authorised mass exceeds 7.5 tonnes shall maintain an interval of at least 15 metres between them.	Article 18, subpara. 1	EUR 116
t	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 18, subpara. 2	EUR 116
u	The user shall take all necessary measures to avoid causing damage to the road. To do this, drivers adapt their speed or lighten the load on their vehicle or take a different route.	Article 19	EUR 116

Seen to be annexed to the Decree of the Walloon Government of (...) on the regionalised rules of the Highway Code and amending the Order 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,

Elio DI RUPO

The Minister for Road Safety,

Valerie DE BUE

The Minister for Mobility,

Philippe HENRY