Theory manual

The complete theory manual for the CBR theory exam passenger car, divided into the 8 CBR subjects

EEN UITGAVE VAN
LENS
VERKEERSLEERMIDDELEN

2 TO DRIVE
NL
EU

EEN UITGAVE VAN

LENS

VERKEERSLEERMIDDELEN

2 TO DRIVE

NL

EU

Legislation

Terminology
Throughout this book you will come across terminology that is recognisable by this shaded box and a coloured bar on the left. All terms are explained when they first appear in the book. Remember these well - you will come across them again as you continue reading, and they may also be covered in the theory exam.

Important Dutch words in this chapter:

APK
Same as the MOT, mandatory periodic general inspection of the vehicle.

Brommobiel
Moped on three or four wheels with closed bodywork and a maximum unladen weight of 350 kg. Also called microcar.

Snorfiets
Moped with a maximum construction speed of 25 km/h.

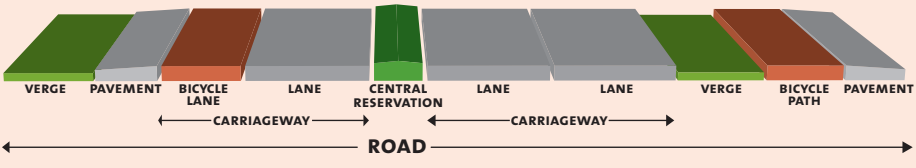
Code of conduct

When you participate in traffic, you are required to adhere to certain rules of conduct. These general rules are designed to:

- keep roads safe;
- protect road users and passengers;
- ensure roads remain usable;
- ensure traffic can move freely;
- prevent or limit hinder and damage;
- limit the negative impact of traffic on the environment;
- prevent crime.

Roads
All roads and paths that public traffic can drive or walk on. This includes bridges and tunnels. Paths and verges are also considered part of the road.

This means that a road can be anything between two ditches or two walls. Pavements are therefore also part of the road, just like cycle paths that are separated from the road itself by a verge or pavement.



Authorised person
People authorised to regulate traffic and request official documents. These are:

- Public prosecutors
- Police officers
- Military police
- Civil servants from the government tax service
- Officials of the Dutch department of motor vehicles and the traffic inspectorate
- Officials of the Rijkswaterstaat (Dept. of waterways and public works)
- Investigating officers from various government departments

Instructions

Every road user is obliged to follow instructions given by authorised people.
In addition, road users are also required to follow instructions given by crossing guards - who may only stop drivers.

Crossing guards can only stop drivers.

Military officers from the Netherlands Royal Millitary Police may give instructions that you must adhere to. They may also ask to see your official documents.

Mandatory co-operation

If you are stopped by a police officer or another authorised person, they may ask to see certain documents. These documents must be in your possession at all times, and you may not refuse a request to show them. These documents include:

- Your driving licence.
- The vehicle's registration certificate.
- The supervisor pass if you are driving under the 2toDrive scheme (driving from 17 years of age).
- A disabled parking card if you are driving a disabled vehicle or parking in a disabled parking space.

An authorised person may also require you to comply with an alcohol or drug test. This means you have to comply with a breath test, eye co-ordination and speech function test, and saliva swabs for drug detection purposes.

You may even be required to submit to a blood test if you refuse a breath test or if it is not possible to do a breath test.

Hindering or endagering

Most rules are detailed in the applicable legislation. For example, you may not drive faster than the speed limit, you may not ignore traffic signs, and you may not drive through red lights. However, there are many other behaviours that could endanger other road users or impede the regular flow of traffic that are not explicitly recorded in legislation. A rule is therefore in place prohibiting road users from behaving in such a way as to create or contribute to a dangerous situation on the road. Obstructing or hindering other traffic is also prohibited. The cause of or reason for these behaviours is irrelevant.

Kapstokartikel

Article 5 of the Road Traffic Act (also called 'Kapstokartikel') prohibits road users from operating a vehicle in such a way that it hinders traffic or causes danger to themselves or other road users. This law provides a so-called 'safety net' which covers dangerous behaviour that is not directly prohibited by traffic signs or road markings but still constitutes a hinder or danger and for which you may still be prosecuted.

Injury or death at-fault

In addition to not being allowed to cause hinder or dangerous situations, road users should take care to avoid causing a traffic accident that could injure or kill others.

Leaving the scene of an accident

Have you been involved in a traffic accident? Then you may not leave the scene of the accident until you have exchanged your contact and vehicle information with any other people involved or the police – regardless of whether you were at fault or not.

Leaving the scene of an accident without providing your information is a crime. You can mitigate this by voluntarily reporting to a police station within 12 hours from when the accident occurred. Unless the police arrested you as a suspect before then.

Leaving the scene of an accident while leaving an injured person without aid is always a crime – even if you report to the police later. Regardless of whether you were directly involved in the accident or not, you are obliged to provide help if needed.

Racing on the road

Racing or competing with other drivers on public roads is prohibited. One example of this is rapidly accelerating at traffic lights. If a road user is caught doing this, both the driver and the vehicle owner are liable for any damages.

Driving licence confiscation
Police officers are authorised to confiscate your driving licence if you are caught violating traffic regulations. Your licence will then be forwarded to the public prosecutor.

Driving disqualification (driving licence suspended)
Being disqualified from driving means you are banned from operating motor carriages for several months or even years. If you are caught violating traffic regulations, a public prosecutor or judge may disqualify you from driving. Driving disqualification may last up to two years for less severe infractions and up to five years for serious offences. The latter includes death or injury caused by dangerous driving, driving under the influence of alcohol, and driving while disqualified. If you commit another offence within a short time, these penalties may be doubled.

Driving licence invalidation
If you commit several offences, or if you are ineligible to drive for other reasons, your driving licence may be declared invalid. This means you are no longer permitted to operate motor carriages for which your licence is required. You will still be permitted to cycle, be a passenger in a vehicle, and operate vehicles that do not require a driving licence. Your licence may also be invalidated for one vehicle category only, which means you will remain eligible to operate vehicles in other categories.

Driving behaviour enforcement

If you are found in violation of traffic laws, your driving licence may be confiscated. This means the police will take your licence and forward it to the public prosecutor, who will then decide (within 10 days) whether to withhold your licence or return it to you. In either case, a judge may be asked to make the final decision, at which point you may be fined and/or disqualified from driving.
You will no longer be permitted to drive a motor carriage for the duration of your disqualification.

Based on your behaviour, confiscation of your driving licence, may happen if you:

- exceed the speed limit by 50 km/h or more;
- cause hinder or a dangerous situation.

The violation may also be reported to the CBR (Dutch driving standards agency), who will then determine your eligibility to continue driving.

The CBR may be notified if you:

- tailgate on the motorway (you do not keep proper distance to the vehicle in front of you);
- cut off other road users;
- drive through a red light;
- exceed the speed limit by more than 50 km/h within a built-up area;
- exceed the speed limit by more than 31 km/h within a built-up area where roadworks are underway.

The abbreviation CBR stands for Centraal Bureau Rijvaardigheidsbewijzen, or Central Bureau for Driving Proficiency. They decide whether you qualify for a driving licence. They also decide whether you get to keep your driving licence when your eligibility or driving skills are called into question. The CBR oversees both theory and driving tests.
Another branch of the CBR is the BNOR; if you fail your driving test four times consecutively, they will investigate further and determine your driving capabilities.

Driving while disqualified

Operating a motor carriage while disqualified from driving is a criminal offence. This is also the case if you operate a vehicle for which a licence is required and your licence has been declared invalid.

EXERCISES 1.1

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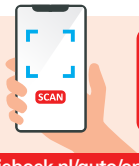

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Vehicle knowledge

Vehicle requirements

As a driver, you are responsible for the technical condition and correct operation of any vehicle you drive on public roads - regardless of whether it is a motor vehicle, moped, or bicycle. The vehicle must meet the applicable permanent requirements (general technical requirements) as well as use requirements.

Permanent requirements
These are the general technical requirements vehicles must meet before they can be used in the Netherlands. This inspection is carried out by the Road Traffic Service (RDW) and covers, for example, the kind of lighting a vehicle should or should not have, its width and height, and the necessary features.

Use requirements
These are requirements governing, for example, the transport of passengers and cargo and towing of other vehicles.

Liability permanent requirements and use requirements

Both the owner and driver of a vehicle - if not the same - are responsible for maintaining the vehicle's compliance with these requirements. If you borrow a car which lacks, for example, a number plate, both you and the owner of the car will be held responsible.

The same applies when lending your vehicle to someone who uses it to transport cargo incorrectly. Even if you are not aware of this, both yourself and the driver are responsible.

You may not drive or have someone drive a vehicle that is:

- *manufactured or equipped poorly;*
- *maintained poorly;*
- *manufactured or equipped in such a way that the driver does not have sufficient visibility in front or at the sides;*
- *otherwise non-compliant with applicable vehicle requirements.*

Always be sure to whom you are lending your vehicle and clarify their intentions regarding its use.

Leaving a vehicle parked on the road without properly functioning (mandatory) red retro-reflectors at the rear is also forbidden. A vehicle left in this way is not clearly visible in darkness. If another vehicle collides with your stationary vehicle due to your vehicle not being equipped with properly functioning retro-reflectors on the rear, you may be held liable for any damages.

Retro-reflector
Retro-reflectors reflect light back in the same direction it came from, making the vehicle on which they are mounted more visible to other road users. Usually these reflectors are red, amber, or white.

Retro-reflectors come in various colours and ensure that vehicles are visible when stationary in the dark.

With passenger cars, these retro-reflectors are usually incorporated in the light fixtures (in the same sections as the head and rear lights).

General requirements

Legally speaking, every vehicle must meet a number of technical requirements. It can usually be assumed that vehicles purchased brand new meet these requirements. If a malfunction occurs, it may mean the vehicle no longer meets the requirements, however repairs or replacement parts can often ensure the vehicle is up to standards again.

The APK (MOT), a periodic general inspection, was introduced to enforce compliance with technical requirements. However, this inspection does not cover everything. Drivers are therefore advised to regularly check the condition of their vehicle, and preferably have annual checks carried out by a garage.

If you make exterior modifications to your vehicle, it could result in your vehicle not being up to standards anymore.

When you modify something in the engine then your vehicle will have to pass an inspection again.

Custom modifications

If you modify your vehicle, it may no longer meet the requirements laid out in the national vehicle register. This means the car must be re-inspected. These modifications may include:

- Adding extra weight.
- Increasing the track width (the width between the left and right wheel).
- Replacing the engine block.
- Changing the fuel type (for example adding a gas installation).
- Changing the power (more than 20%).
- Changing the body type.
- Changing the number of seats.
- Changing the noise level (e.g. mounting another exhaust).

If a vehicle has been modified but has not yet been re-inspected and approved, it may not be driven!

Registration number

Vehicles can be identified via the number plate and the vehicle identification number (VIN). This means that:

- the vehicle must also comply with the information on the registration card and in the vehicle register;
- the vehicle must be fitted with original, properly attached, and clearly legible number plates with an approval mark;
- the VIN must be stamped into the chassis, frame, or similar structure and be clearly legible. If this has been (partly) removed, this could mean that the vehicle has been stolen.

The number plate on the vehicle must be an original. You may not drive with a temporary written number plate in case of theft or loss.

Unladen weight
Weight of the vehicle as delivered by the manufacturer (including tools and spare wheel), reduced by 100 kg.

Load
Persons being transported in the vehicle and cargo (payload) being transported in, on or attached to the vehicle.

Load carrier
Removable or extendable constructions such as roof boxes and bicycle carriers, used for the transportation of goods and devices. Load carriers must be:

- mounted on the bumper, on the tow bar or on the roof, or integrated into the rear of the vehicle;
- fitted to the front or back of the trailer;
- mounted on the side of a light commercial vehicle for transporting glass or plates.

A bicycle carrier mounted on a tow bar.

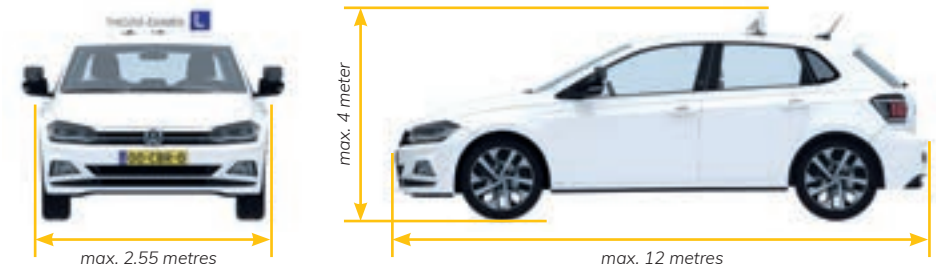
A roof box also classifies as a 'load carrier'.

Weights and dimensions

A passenger car is subject to limited maximum sizes and weight. These maximums always include any cargo. The maximum dimensions for passenger cars are:

- 12 metres long
- 2.55 metres wide
- 4 metres high

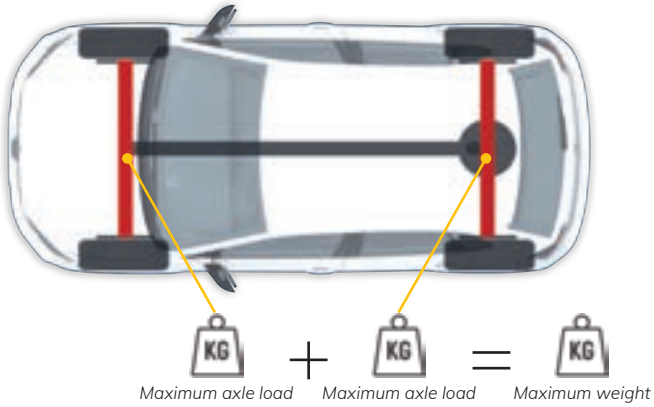
A combination of a passenger car and a trailer may not exceed 18 metres.



The maximum dimensions of a vehicle always include loads and load carriers.

The maximum weight is recorded on your registration card.

The maximum authorised mass ('toegestane maximummassa') for a passenger car is stated in the national vehicle register and on the vehicle registration card. This maximum weight includes any load. The maximum authorised axle load - the weight that can rest on one axle - is also stated in the vehicle register. A passenger car may never weigh more than the maximum weight or have more weight on one axle than stated in the vehicle register. Drivers are therefore advised to exercise caution when loading heavy items into the boot.



Exhaust system

The exhaust system on vehicles with combustion engines runs from the exit of the engine block to the part of the exhaust that (usually) hangs under or in the rear bumper. Problems with the exhaust are often easy to detect as the car will make more noise. The entire exhaust system must meet a number of requirements:

- It must be gastight across the entire length, with the exception of the drainage holes.
- It must be properly attached.
- The system may not produce more noise than stated in the vehicle register, with a maximum excess of 2 decibels. If nothing is stated in the vehicle register, the maximum value is 95 decibels.
- The system must not emit more CO (carbon monoxide) than prescribed.

Speedometer

The speedometer and odometer are two different metres. The speedometer shows the speed at which you are driving, while the odometer shows how many kilometres the vehicle has travelled in total.
Only the speedometer is required to be functioning, legally, and must be clearly legible in darkness. If the speedometer is not functioning properly, the vehicle may not be driven.

Major tread grooves
Wide grooves in the middle section of a tyre's tread that contain the wear indicators.

Tread
Part of the tyre that comes into contact with the road surface.

Carcass
Part of the tyre under the rubber layer that gives the tyre its strength. Usually equipped with plastic (nylon, polyester) and steel wires.

Wear indicators
Elevations in the main grooves. When these wear with the tread, the tyre no longer meets the minimum tread depth.

Do not remove a nail or screw embedded in the tyre until you reach a garage. Removal will cause the tyre to deflate rapidly.

The wear indicators in these major tread grooves are worn down almost to the level of the rest of the tread. This tyre is worn down.

Tyres

Tyres on a passenger car that are not in working order can lead to dangerous situations. However, few drivers check their tyres and tyre pressure on a regular basis. As tyres gradually wear down, drivers are advised to check the pressure and tread depth regularly - at least once a month.

Some countries with harsh winter conditions allow the use of studded tyres. It is not permitted in the Netherlands.

A spare tyre could differ in size from a normal tyre. It is used in emergency situations only. Replace the tyre as soon as possible and drive a maximum of 80 km/h

Tyres must meet the following technical requirements:

- They must be air-filled tyres. Nitrogen-filled tyres are also permitted. For example, passenger cars may not be equipped with solid rubber tyres or tracks.
- Tyres must not have any bulges or any damage where the carcass is visible.
- Tyres must always have a minimum tread depth of 1.6 mm in the major tread grooves. They are not allowed to be re-treaded, which means the grooves may not be cut deeper.
- Tyres must be mounted in the correct direction of rotation.
- Tyres may not contain any mental components that can protrude while driving, such as studded tyres used in countries with harsh winters.
- Tyres on one axle must be the same size. For example, the front left tyre should not be larger or smaller than the front right, except when an emergency or spare tyre must be used.

- Tyres must have adequate tyre pressure. The applicable pressure value is stated in the instruction booklet. Do not forget the spare tyre.
- The tyre pressure indicator light must not indicate a malfunction.

Tyre pressure indicator light

Braking device

Brakes are a vital component of passenger cars. Components in the brake system must therefore be damage-free.
They must also:

- be properly secured;
- be rust-free;
- show no signs of leakage;
- show no signs of excessive wear.

All components must function properly and movable parts such as the brake pedal must be easily moved. The brake pedal must have a non-slip surface.

All passenger cars must be equipped with a properly functioning parking brake (handbrake).

Tyres and brakes must ensure good road holding and a short braking distance, hence both components must be kept in good condition.

Visibility through windows

To participate safely in traffic, adequate visibility through the windows is important. Requirements for this apply to the windscreen and the front side windows:

- These windows must not be damaged or discoloured.
- They must be free of unnecessary objects that may obscure visibility, such as items hanging from the rearview mirror or dashboard ornaments and incorrectly mounted navigation systems.
- They must not be less than 55% transparent (e.g. tinted windows).
- The windscreen must also have a properly functioning system that defrosts the windscreen and defogs the glass. This is usually a blower (air via the ventilation grilles) with or without air conditioning, but electric windscreen heating is also available.

Tinted foil on the front windows will often prevent sufficient light from coming in.

Each passenger car must have a fully functioning windscreen washer and wiper system.

Windscreen wipers

To maintain adequate visibility through the windscreen, passenger cars must be equipped with properly functioning windscreen wipers, as well as a windscreen washer system with spray function. If the screen wash has run out, the system will no longer work and the car may not be driven.

Warning light screen wash level

Mirrors

Passenger cars must be equipped with one wing mirror on each side (right and left) and an interior, rearview mirror. Some vans and lorries have a separate, closed cargo section behind the cab, which means there is no visibility via the rearview mirror. This mirror is therefore not required in these vehicles.

All equipped mirrors must be intact and not overly weathered (brown or black edges, stains on the glass).

Seats

All seats in a passenger car must face either the front or the back. Seats must be fixed in place securely and, if adjustable, there must be no risk of sliding while driving.

(Safety) seat belt

Seat belts protect drivers and passengers from the impact and force involved in collisions and sudden braking and prevent ejection from the vehicle. Most passenger cars are equipped with three-point seat belts, whereby one part of the belt crosses the waist and another part diagonally crosses the chest.

Child restraint system
Child safety seats can be fixed in place in passenger cars by means of a click system (Isofix) or a seat belt. The child is secured in the seat with a belt attached to the safety seat itself, or the car's three-point belt. This system protects the child against the impact and force involved in collisions and sudden braking and prevents ejection from the vehicle.

Airbag
A feature in passenger cars that inflates upon impact in the event of a collision. The airbag protects occupants against contact with hard surfaces inside the vehicle and prevents excessive forward or sideways movement during a collision.

Seat belts

Seat belts prevent major injury to drivers and passengers in the event of a collision. A seat belt can save your life when travelling at just 30 km/h and is mandatory for all seats inside a car. Due to their importance, seat belts are required to comply with their own set of requirements:

- They must be damage-free.
- They must be equipped with properly functioning locking and blocking.
- The belt must fit properly when in use.
- Seat belt and airbag warning lights may not indicate any malfunctions.


Warning airbag malfuncion


Warning side-airbag malfunction


Seat belt warning light

Protruding and sharp objects

Injuries sustained by pedestrians in collisions are often fatal, and pedestrian protection measures are an increasingly important element in vehicle design. To minimise the risk, sharp objects such as hood ornaments and self-made bull bars on the bumper are prohibited.

Any other protruding parts must be shielded and may not present a risk of injury in the event of a collision. Tyres may not protrude more than three centimetres from the wheel arches.

Vehicles must also be free of any loose parts due to poor mounting, wear and tear, or deterioration.

Seat belts are mandatory for every seat.

Tyres may not protrude more than three centimetres from the wheel arches (wheel arch is indicated by the arrow).

EXERCISES 2.1

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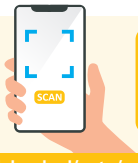

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Lighting requirements

To maintain adequate visibility both inside a car and on the road, passenger cars must be equipped with specific lighting.

Rear light (red)
Seen from the rear, this indicates the vehicle's presence and width.

Reverse light (white or yellow)
Light intended to illuminate the road behind the vehicle and to warn other road users that the vehicle is reversing.

Dipped headlights (white or yellow)
Light used to illuminate the road ahead of the vehicle without blinding or obstructing other road users.

Full-beam headlights (white or yellow)
Light illuminating the road in front of the vehicle over a long distance.

Rear fog light (red)
Light that makes the vehicle more visible at the rear in dense fog.

Brake light (red)
Light used to indicate to road users behind the vehicle that the vehicle is intentionally decelerating.

Using the road

Important Dutch words in this chapter:

Autoweg
Flow road with a speed limit of 100 km/h. Not the same as a motorway.

Erf
Residential area with a speed limit of 15 km/h. Pedestrians may use the road over the full width.

Road users

Anyone who uses the road is a road user, also referred to as traffic. Different rules apply to different types of road users, which divides them into categories. The first subcategory of road users is pedestrians and drivers.

Traffic
Traffic and traffic participants are the same as road users.

Road users
Pedestrians, cyclists, moped riders, disabled vehicle drivers, motor vehicle drivers, tram drivers, horse riders, handlers of horses and livestock, and drivers of horse drawn vehicles or handcarts.

Vehicles
Bicycles, mopeds, disabled vehicles, motor vehicles, trams, and carriages.

Pedestrians

Pedestrians are usually people on foot. They can also be people pushing a motorcycle, moped, or bicycle by hand, or using a scooter, skateboard, or rollerblades.

Both a person on rollerblades and someone walking with a bicycle are pedestrians.

Drivers
All road users except pedestrians.

Drivers

Drivers are people driving vehicles or riding animals such as horses. Handlers of horses and livestock are also drivers. Basically, all road users who are not pedestrians are drivers.
Driving instructors giving lessons and carrying out driving exams are also drivers.

All road users who are not pedestrians are drivers.
Pedestrians + drivers = road users

Disabled vehicle
A vehicle designed to transport people with disabilities. No wider than 1.10 metres and not equipped with an engine or equipped with an engine allowing a maximum speed of 45 km/h. Not a moped.

Drivers of disabled vehicles

Drivers of disabled vehicles can be subject to rules applicable to both pedestrians and drivers, depending on where they are driving. If the driver of a disabled vehicle is using the carriageway, cycle lane, or cycle/moped path, they are subject to the rules applicable to drivers. However, if they are using the pavement or footpath, or are crossing a carriageway from one pavement or footpath to another, they are subject to the rules applicable to pedestrians.

The driver of the disabled vehicle must follow the rules of the drivers here.

In this situation, he falls under the pedestrians because he is driving on the pavement.

Moped
A motorised vehicle on two, three, or four wheels, which cannot and may not exceed 45 km/h. Mopeds also include brommobielen, snorfietsen, and speed-pedelecs.

Brommobiel (microcar)
A moped on more than two wheels that is equipped with a body. Brommobielen weigh a maximum of 350 kg and are not disabled vehicles.

Snorfiets
Moped designed for a maximum speed of 25 km/h according to the national vehicle register. Mopeds are not bicycles with pedal assistance.

Speed-pedelec
Electric bicycle with pedal assistance that maintains driving force when the vehicle is travelling faster than 25 km/h. Unlike a normal electric bicycle or bicycle with pedal assistance, where the driving force stops at 25 km/h.
Speed-pedelecs are a type of moped, which means they may be driven at a maximum speed of 45 km/h.

Motor vehicles
All motorised vehicles except:
- mopeds (including brommobielen, snorfietsen, and speed-pedelecs)
- bicycles with pedal assistance
- disabled vehicles
- trams
- metros
- trains

Mopeds and motorised disabled vehicles are classed as motor carriages!

Drivers of motor vehicles

A number of motorised vehicles are not classed as motor vehicles, which means drivers of these vehicles are not subject to the rules applicable to drivers of motor vehicles. There is one exception to this. Brommobielen are a type of moped and are therefore not motor vehicles. However, on public roads, drivers of brommobielen must follow the rules applicable to drivers of motor vehicles. If something is prohibited for motor vehicle drivers, brommobiel drivers are also subject to that prohibition.

Drivers of bicycles, mopeds, snorfietsen, and speed-pedelecs

While brommobiel drivers are subject to different rules than drivers of 'regular' mopeds, snorfietsers are subject to the rules applicable to cyclists. If a sign depicts a bicycle, the sign also applies to snorfietsers, unless otherwise indicated. Drivers of speed-pedelecs, however, are subject to the rules applicable to mopeds.

Brommobiel → *Subject to rules applicable to motor vehicles*
Snorfiets → *Subject to rules applicable to cyclists*
Speed-pedelec → *Subject to rules applicable to mopeds*

Horse riders and handlers of horses and livestock

Road users in this group are drivers, regardless of whether they are riding an animal or guiding it. Horse riders are drivers, as are persons walking and handling horses. This applies to all riding animals and livestock. Domestic pets are not riding animals or livestock, so dog walkers for example are simply pedestrians.

Carriage drivers

These are drivers of horse drawn vehicles or handcarts. Horse drawn vehicles are pulled by one or more horses in front, while handcarts are pushed or drawn by a person. Pedestrians forming a procession or convoy, such as a carnival parade or a funeral procession, are also considered carriages.

EXERCISES 3.1

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Road sections

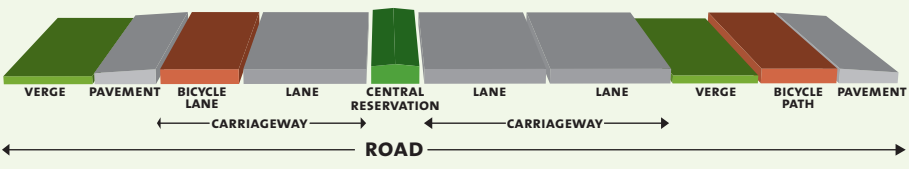
Each category of road user has their own designated space on the road to facilitate safe participation in traffic.

Carriageway

Any section of road used by moving vehicles, except cycle and moped paths. Cycle lanes are part of the carriageway! A carriageway is therefore the section between two pavements or verges.

Lane

Part of the carriageway marked by solid or broken lines. It must be wide enough to accommodate passenger cars. This means that cycle lanes are not separate lanes.

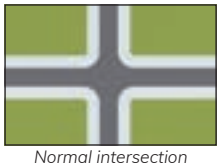


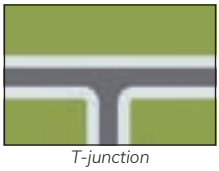
Priority and giving way

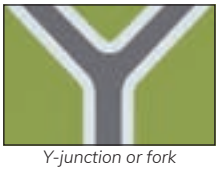
Driving behaviour at intersections

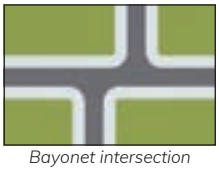
Different rules apply for when you encounter other traffic at intersections. With these rules, it is important that you understand the difference between road users (all traffic, including pedestrians) and drivers (all traffic without pedestrians). In addition, it is important that you understand the difference between traffic on the intersecting road and traffic on the same road.

Intersection
Intersection or junction of roads. At an intersection it is possible to change direction. This means that you can turn left or right.
Intersections can be designed in many different ways.

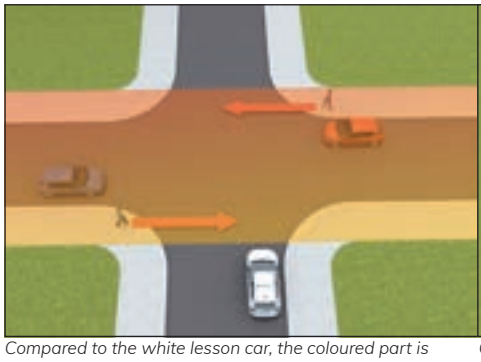

Normal intersection

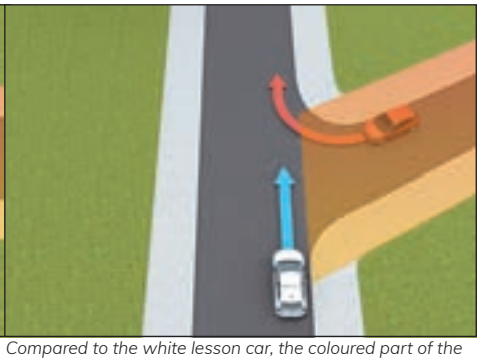

T-junction


Y-junction or fork

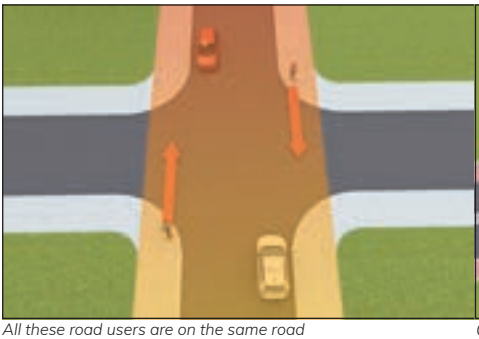

Bayonet intersection

Intersecting road
This is a road that crosses the road you are on. This does not always have to be at an angle of 90 degrees (perpendicular). It can also be a road that is more oblique to the road you are on, such as at a Y-junction.


Compared to the white lesson car, the coloured part is the intersecting road.


Compared to the white lesson car, the coloured part of the Y-junction is the crossing road.

The same road
This is the road you are on. Traffic on the same road approaches you from behind or from the front. It does not matter whether these are pedestrians on the pavement or on the verge, or drivers of passenger cars on the carriageway. If you drive on a roundabout, all traffic that also follows this roundabout is traffic on the same road.



All these road users are on the same road (coloured part).

On a roundabout, the circular stretch of road counts as "the same road". The lesson car and the cyclist are therefore on the same road.

Giving way
Allows the drivers involved to proceed without hindrance. This means that the driver who has priority must also have the idea that he has priority. This driver must be able to drive unhindered.

Giving way

If the priority at an intersection is not regulated by signs, markings on the road surface or traffic lights, these are known as equivalent roads. On equivalent roads, drivers give right-of-way to drivers from the right.

You do not have to give a pedestrian priority, because they are not classed as drivers.

The cyclist coming from the right has priority over the lesson car.

The pedestrian coming from the right is not a driver and must therefore let the lesson car pass.

There are two exceptions to this rule:

- Drivers give priority to tram drivers.
- Drivers on unpaved roads give right of way to drivers from the left and right on a paved road.

The lesson car coming from the right must give right of way to the tram coming from the left.

The lesson car comes from an unpaved road and must give right of way to the driver on the paved road.

Priority triangles (Shark's teeth)
White triangles on the road. These are usually used with, but sometimes also without, sign B-6. In both cases, these triangles mean that you must give right of way to drivers on the intersecting road.

B-6

Priority indicated by signs or road markings

If right of way at an intersection is controlled by signs or markings on the road surface, the priority rule that drivers from the right have right of way is then irrelevant. There are various signs that regulate the priority.

Being given right of way - priority road

B-1
Priority road

B-2
End of priority road

The first sign indicates that you are on a priority road, the second sign indicates the end of this priority road. The sign for priority road is repeated within the built-up area before and outside the built-up area after every intersection. That way you can tell from these signs whether you are driving inside or outside built-up areas.

If you are driving on a priority road, you must be given priority by the crossing drivers.

Being given right of way - priority intersection

B-3
Priority intersection

B-4
Priority intersection; Side road on the left

B-5
Priority intersection; Side road on the right

These signs indicate a priority intersection. You can see from the cross marks whether there is a side road on the left or right, or on both sides. These signs only apply to the intersection you are approaching. It does not mean that you are driving on a priority road.
When approaching such a priority intersection, you should be given priority by drivers on the side roads at the first intersection.

Giving right of way

B-6
Give way to drivers on the intersecting road

B-7
Stop and give way to drivers on the intersecting road

These two signs indicate that you must give priority to drivers on the intersecting road. It may be that this intersection is a priority road, but it may also be a priority intersection.

The difference between these two signs is that you always have to stop at the “STOP” sign. Even if you have seen that there are no drivers on the intersecting road. In addition, the sign B-6 is always combined with priority triangles and the sign B-7 with a stop line.

The B-6 sign is always combined with priority triangles.

The B-7 sign is always combined with a stop line.

These signs and markings are also only intended for drivers. Pedestrians are not subject to these priority rules.

Examples

When approaching sign B-6 and priority triangles, give priority to drivers on the intersecting road. In this case, a horse-drawn vehicle comes from the left on the intersecting road.
The lesson car must give right of way to this driver.

In this case, the lesson car is also approaching priority triangles. The pedestrian on the intersecting road must wait for the lesson car. The lesson car only has to give drivers priority and no pedestrians on the priority triangles.

Here, too, the pedestrian must wait for the lesson car. This is approaching a stop sign with stop line. Due to the stop sign, the lesson car must stop, but can immediately drive away if no drivers come from the left or right. A pedestrian is not a driver.

Tram drivers always have priority at an equivalent intersection. As soon as there are signs and road markings that regulate the priority, the tram driver must follow these. In this case, the tram driver must wait for the lesson car.

EXERCISES 4.1

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Special roads, road sections, road users and manoeuvres

Special roads

While driving on public roads you will come across different types of roads. Some are wider and others narrower. In addition, you can and may drive much faster on one road than on the other. Adapted rules apply on a number of roads.

The main special roads with adapted rules are:

Motorway

Autoweg

Erf

Motorways and autowegen

The maximum allowed speed on a motorway is 130 km/h. On an autoweg this is 100 km/h. These speeds are only valid if **no other speed is specified**. On these roads it is dangerous to drive much slower than other traffic. Therefore, not all vehicles are allowed to drive on these roads:

- Only motor vehicles that **can** and **may** drive at least 50 km/h are allowed to use the autoweg.
- Only motor vehicles that **can** and **may** drive at least 60 km/h are allowed to use the motorway.

You may therefore not ride a moped on an autoweg or motorway, even if it has been upgraded and can therefore reach 50 or 60 km/h, as mopeds have a speed limit of 45 km/h.
If a passenger car cannot exceed 40 km/h due to technical problems, it also may not enter an autoweg or motorway, even if the vehicle is allowed to drive faster than 60 km/h.

Many autowegen can be recognized by the green axis line, the line in the middle of the road.

Motorways consist of several lanes and always have a hard shoulder.

There is **no minimum required speed** on an autoweg or motorway itself. The speed you should drive on a motorway or autoweg mainly depends on the crowds and the speed of the rest of the traffic.

On a quiet motorway, most drivers maintain a speed of between 80 and 130 km/h. If you drive your passenger car at a speed of 60 km/h, you are a danger on the road. This is not permitted by Article 5 of the Road Traffic Act.

A number of other rules have also been made to keep it safe on the motorway and autoweg. For example, you may not:

- make a U-turn or reverse;
- stop on the carriageway (involuntarily stopping due to traffic is allowed);
- drive or wait on the hard shoulder, emergency refuge areas, or in the verge, except in emergencies.

Making a U-turn on an autoweg is prohibited and also very dangerous.

Reversing on an autoweg or motorway is not allowed. Not even if you do this on the hard shoulder. You are not allowed to drive here except in an emergency.

Another rule on the motorway is that you are not allowed to drive everywhere with a vehicle combination (for example a passenger car with trailer) of more than seven meters in length. You may only drive on the two rightmost lanes. Unless you have to use a different lane to be able to pre-sort. This rule also applies to drivers of a lorry.

Erf

It is often thought that pedestrians have right of way on an erf. This is not the case. Within the erf, the same priority rules apply as on normal roads.
The entrances and exits of an erf are usually designed as an entrance or exit construction. When entering a entrance construction and driving out of an exit construction, drivers must give way to all other traffic. This also includes pedestrians.

G-5
Erf

G-6
End of the erf

There are a few other rules within an erf:

- Pedestrians are allowed to use the road across the entire width. So they do not have to walk on the side of the road. This is because there are no pavements within an erf.
- The speed limit for drivers is 15 km/h.
- Drivers of a motor vehicle may only park in places that are designated as parking places. This is usually due to a sign with a P, or a P on the road surface. It is not allowed to park outside the parking places.

In an erf, pedestrians are allowed to use the entire width of the road.

In most cases you drive in and out of an erf via an entrance or exit construction.

Roundabouts

A roundabout is a special intersection. It consists of a circular main road with a number of side roads. The direction of travel is always counterclockwise. The traffic rules on roundabouts are the same as at an intersection. Again, it depends on whether or not there are signs, how the priority is arranged.

If there are no signs, the rule applies that drivers from the right have priority. Drivers on the roundabout should in that case give priority to drivers entering the roundabout. This is not very common anymore. In most roundabouts, priority is controlled by priority signs and road markings.

Right of way on this roundabout is not regulated by signs. Drivers from the right, i.e. drivers entering the roundabout, have priority over drivers already on the roundabout.

Right of way on this roundabout is regulated by signs (B-6). Drivers on the roundabout have right of way. This also applies to the separate cycle path.

At most roundabouts, road signs govern right of way. When approaching a roundabout, this is usually the B-6 sign (“give right of way to drivers on the intersecting road”). There are almost always priority triangles on the road surface. In this case, drivers going around the roundabout have priority over drivers entering the roundabout.

B-6
Give right of way to drivers on the intersecting road

D-1
Roundabout, compulsory direction of travel

Leaving a roundabout is seen as a right turn, and you must indicate in time before leaving a roundabout. Also give way to through traffic on the same road (i.e. the roundabout), including cyclists, snorfietsers, and pedestrians.

When entering a roundabout, you do not have to give way to the crossing pedestrian. He is not a driver.

When leaving the roundabout, you must give the pedestrian right of way. He will continue to follow the roundabout you are leaving and is therefore through traffic on the same road.

At some roundabouts, cyclists, snorfietsers, and pedestrians do not take part in roundabout traffic. In these cases, cycle paths are further away from the roundabout and do not bend and turn with it.

At this roundabout, cyclists do not participate in the priority of the roundabout. They must give right of way when crossing the road.

The cyclist crossing the road has to wait for the lesson car to leave the roundabout. The cyclist is not on the roundabout.

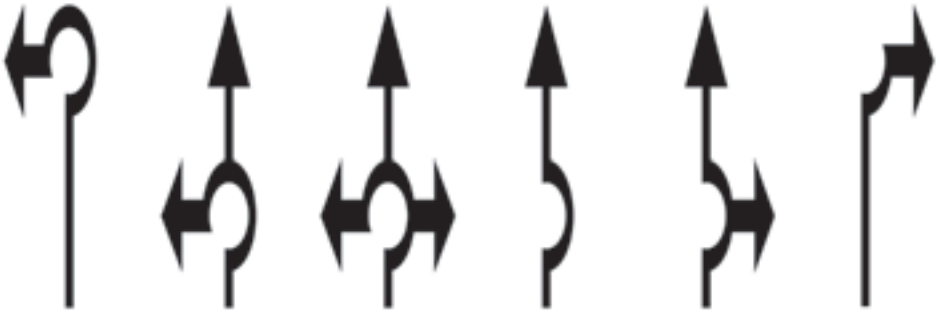
Where the cycle path and footpath or pavement crosses the road, this should be seen as a separate intersection. Usually the cycle path in that case has sign B-6 and priority triangles. If you leave the roundabout, you do not have to give way to snorfietsers, cyclists, and pedestrians.

A roundabout can also be designed as a multi-lane roundabout. In that case, most new roundabouts are designed as “turbo roundabouts”. This is a spiral roundabout where, by choosing the right lane at the beginning, you can leave the roundabout in the right place. Choosing the lane in time is important here. It is often not possible to change at the roundabout itself.

This roundabout consists of several lanes. If you want to go three-quarters (turn left), you have to start at the roundabout on the inner lane and move halfway up the roundabout to the outer lane.

This roundabout is designed as a multi-lane turbo roundabout. If you choose the correct lane before you enter the roundabout, you will not have to change lanes on the roundabout.

On the lead road to the turbo roundabout, there are usually arrows on the road that indicate which lane to take for which direction.



Turn left

Turn left and straight on

Turn left, straight on and turn right

Straight on

Straight on and turn right

Turn right

EXERCISES 5.1

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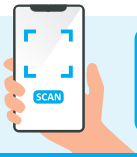

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Vehicle driving safety and reacting in emergency situations

Driving safely

Rules of the road are in place to minimise the risk of accidents. These rules indicate, for example, when to use certain lighting, how to avoid danger, and how to transport yourself and your passengers safely.

Communication in traffic

It is important that you communicate to let other road users know what you intend to do. You can also do this to warn other road users of imminent danger. Depending on the situation, you do this with light signals, sound, or gestures. It is important to know that you should not just use these signals whenever you like. There must be a good reason for it.
Anti-social hand gestures or unnecessary full-beams are not permitted and may be penalised. Also excessive use of the horn or the indicators is not allowed.

In addition to the horn, unnecessary noise should not be caused in other ways. For example, a broken or adapted exhaust, or the unnecessary revving while standig still. Playing extremely loud music also constitutes unnecessary noise.

Excessive loud music from the car is also considered unnecessary noise and is not allowed.

Do not react to other road users by making frustrated gestures.

Hand gestures

In some situations, it may be necessary to let other road users know that have noticed them and will stop for them, or that you are waiving your right of way, for example when it is more convenient for you.

Pedestrians are often hesitant to use pedestrian crossings, usually out of a fear of not being seen in time. In these cases, a friendly hand gesture from drivers near the crossing is a good way to indicate that it is safe to cross.

You may also notice drivers of larger vehicles using hand gestures to indicate that they are giving way to you, for example if they need to enter the road you are on but cannot do this until you pull away.

Never use aggressive hand gestures, such as middle fingers. Count to ten and resolve any situations that arise as safely and calmly as possible. Avoiding aggression prevents dangerous situations in traffic.

Horn

Every passenger car must be equipped with a horn. Driving with a broken horn is prohibited. Only use the horn to avert imminent danger. Do not sound the horn when you encounter a friend or as a greeting when driving away. Do not use the horn when angry or frustrated. You may, however, sound your horn if you are almost hit by a car because someone has not seen you.

Hazard lights may only be used in to avert imminent danger.

The horn may also only be used to avert imminent danger.

Hazard lights

The hazard lights (also known as emergency lighting or warning lights) must also work properly. You may only use this lighting to avert imminent danger.
If you have suffered a breakdown, not using hazard lights may mean other drivers will not see you in time. The use of hazard lights during a breakdown is mandatory, unless using a warning triangle.

When approaching a traffic jam, you can turn on the hazard lights to warn following traffic.

Hazard lights are not intended as lighting during loading or unloading. After all, voluntary stopping and parking is not allowed in a place where this presents a danger. The use of hazard lights when there is no danger is not permitted.

Indicators

The use of indicators is mandatory before and during turning and during special manoeuvres like pulling out (driving away), overtaking, getting in lane, exiting, changing lanes and important lateral movements.

Not using the indicator when necessary as well as using indicators unnecessarily can have dangerous consequences.

If you indicate too early that you want to turn, this can cause confusion for other road users. But if you do not indicate that you want to turn, this can also be dangerous. Misuse or no use of indicators is a criminal offense. This lighting must therefore always work.

Flashing signal with full-beam headlights

Another way of warning is by means of a flashing signal with full-beam headlights. You may only use this if you can avert imminent danger. For example, you can warn an oncoming driver if he has his full-beam headlights on and blinds you. Or when a driver is not using any lighting at all in the dark.

Full-beam flashing is not permitted to warn oncoming traffic of a police check. And not to let a driver know that you want to pass by.

Using the brake lights

As soon as you use the brake pedal, the brake lights come on. The unnecessary use of the brake pedal is bad for the energy consumption of your passenger car. In addition, it is also quite annoying for traffic behind you.

You can use the brake pedal as a warning. To do this, tap the pedal briefly and lightly before actually braking. For example if you want to turn, or brake for a pedestrian crossing. The traffic behind you will then be warned to reduce speed. They also have the option to increase the following distance a bit before you actually start braking.

However, never use the brake lights to startle tailgaters deliberately. This can be very dangerous and encourages aggressive behavior. If you cause an accident, this is a crime.

If there is a tailgater behind you, it is better to increase your own following distance so that you do not have to brake abruptly.

Warning triangle

It is not mandatory for a driver of a passenger car to have a warning triangle in the passenger car. But in some cases, you are obliged to place a warning triangle. For example, if you breakdown on the road or have an accident and therefore pose a danger to approaching drivers.

Placing a warning triangle is not mandatory if the hazard lights are on and it is clearly visible to other traffic. However, it may still be sensible in those cases. The warning triangle may be used in conjunction with hazard lights.

Place the warning triangle clearly visible on the road at a distance of approximately 30 metres from the vehicle, in the direction of the traffic endangering the vehicle. So if you are on the right-hand side of the carriageway and you form an obstacle for traffic behind you, place the warning triangle 30 metres behind the passenger car.

Place the warning triangle clearly visible on the road at a distance of approximately 30 metres from the vehicle, in the direction of the traffic endangering the vehicle.

The placing of a warning triangle is only compulsory for motor vehicles with more than two wheels and trailers. Always use a warning triangle if you are standing just after a bend or hill due to a breakdown or accident.

EXERCISES 6.1

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Use of lighting while driving

Vehicle lighting is intended to aid visibility in the dark, and above all to be seen better by others. Sometimes lighting is mandatory and sometimes not. However, drivers are advised to use appropriate lighting both during the day and at night.

Day
The period between sunrise and sunset.

Night
The period between sunset and sunrise.

Traffic signs and signals

Traffic signage

Traffic signage include:

- traffic signs and supplementary plates;
- road surface markings (such as lines and priority triangles);
- traffic lights.

All road users must adhere to the traffic signs that contain a obligation (obligatory action) or prohibition (prohibited action).

Obligation signs are mostly blue
(You have to turn right here)

Prohibition signs are mostly red or have a red edge
(You are not allowed to drive in here)

Traffic signs override traffic rules, insofar as these signs and rules refer to the same situation.

Situation 1, no traffic signs
The cyclist goes first, then the driver of the lesson car and finally the red car.

Situation 2, with traffic signs
The red car goes first, then the cyclist and lastly the driver of the lesson car.

Assuming you are in the lesson car, you must adhere to the following in situation 1:

- **Drivers give right of way to drivers coming from the right.**
  The driver of the red car gives you and the cyclist priority.
- **Through traffic has right of way over turning traffic on the same road.**
  The cyclist riding straight on has right of way.

In situation 2 you are dealing with traffic sign B-6 and priority triangles, which indicate that you must give priority to crossing drivers.

- **Drivers do not have to give right of way to drivers coming from the right.**
  The driver of the red car does not have to give right of way to you and the cyclist.
- **Through traffic still has right of way over turning traffic.**
  You have to give way to the cyclist continuing straight on.

Temporary signs

Sometimes temporary signs or road markings are placed. For example, during road works. There you can encounter both white (normal) markings and yellow (temporary) markings on the road surface. There may also be yellow traffic signs. In that case, the yellow traffic signs and markings apply instead of the normal ones.

The passenger car must follow the yellow temporary lines here.

The road straight ahead to Woerden is closed. To go to Woerden you now have to (temporarily) turn right.

Electronic matrix signs

Electronic matrix signs also classed as traffic signs that contain an obligation or prohibition. These can display a speed limit or, for example, a prohibition to use the lane, or to indicate that the rush hour lane is open.

If a different speed is stated on the electronic matrix signs than on the traffic signs in the verge, the lowest indicated speed applies. Usually this is the speed on the electronic matrix signs.

What is displayed on an electronic matrix sign can differ per lane. The displayed sign then only applies to that lane.

All lanes on this road are open. This can be seen by the green arrows above the lanes and the sign next to the road.

In this case, the hard shoulder is closed because a vehicle has broken down and is stationary on it. For safety reasons, the next lane has a lower speed limit than the other two lanes.

Traffic lights and priority signs

If there are working traffic lights, these take priority to the traffic signs. Other priority signs and markings (like priority triangles on the road surface) no longer apply. Only when the traffic lights are out of order will the traffic signs and markings that regulate the priority apply again.

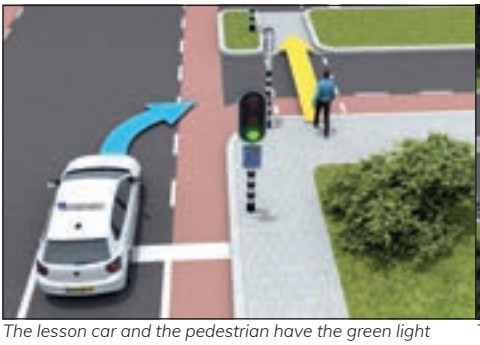
traffic lights *supersede* ***traffic signs*** *supersede* ***traffic rules***

Warning! *There are some traffic rules that continue to apply, also at traffic lights:*

- *Through traffic has right of way over turning traffic on the same road.*
- *A short turn has right of way over a long turn.*
  If two drivers of opposite direction meet and they both want to enter the same road, the driver who turns right has right of way over the driver who turns left.

When turning off at traffic lights with ***round lamps*** *instead of* ***arrow shaped ones****, you may encounter oncoming traffic or traffic alongside you that has a green light at the same time. This may be through traffic - including pedestrians - or traffic turning off. You must give way according to the rules stated above.*

For example, if you turn left, you must give way to oncoming through traffic, and traffic turning right.



The lesson car and the pedestrian have the green light at the same time.
In this case, the lesson car must wait for the pedestrian to cross.

The lesson car is turning left here at a round traffic light and must give way to the oncoming driver who is turning right.

Use of traffic signs

Because there are many different traffic signs, it is good to know what format there is. And in which way and in which combinations certain signs can occur.

Individual signs

Individual signs (signs without a zone addition or supplementary plate that states otherwise) only apply to the next intersection. This can be, for example, a sign indicating a speed limit, or forbidding you to park on that side of the carriageway. After every intersection, the sign must be repeated to maintain its validity.

For example:

- If you encounter the sign 70 km/h within built-up areas, you may drive with a maximum speed of 70 km/h up to the next intersection.
- If this sign is not repeated after the intersection, the speed limit of 70 km/h expires at this intersection and the normal speed limit applies in built-up areas of 50 km/h
- If you encounter a sign “end 70 km/h” before an intersection, this speed limit will expire from that sign.

In this situation the sign is not repeated and you are only allowed 50 km/h on the coloured part.

Here the sign is repeated and you can continue straight on past the intersection still at 70 km/h.

Here the 70 km/h already ends before the intersection with the sign “end 70 km/h” and you are only allowed 50 km/h in the coloured part.

Individual sign (A-1)
Applies up to the next intersection, or the “end sign”

End sign (A-2)
End of the previously indicated speed limit

Zone sign (A-1)
Applies up to the “end zone sign”

End zone sign (A-2)
End of the previously indicated zone

Zone sign

The effect of a zone sign is different from that of an individual sign. The word “zone” indicates that the sign remains valid until you leave the area (zone). This is indicated by the “end zone” sign.

If the E-1 (parking prohibited) sign is a zone sign, this sign no longer applies only to the side of the carriageway where the sign is placed, but to both sides of the carriageway in the entire zone. As with a individual sign E-1, an exception applies to the places intended for parking, such as parking spaces, parking lanes, and car parks.

The E-1 sign indicates that parking on the right side of the carriageway is prohibited. The lesson car is allowed to park on the left side.

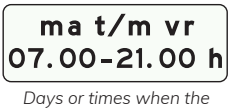
The E-1 zone sign indicates that parking is prohibited on both sides of the carriageway throughout the whole zone. The lesson car is not allowed to park here.

Supplementary plates

A sign can be combined with a supplementary plate. There may be several things on this plate:

Road users to whom the sign applies

Road users for whom the sign does not apply



Days or times when the sign is valid or not valid

Additional explanation of the traffic sign

All this can be represented by means of texts or pictograms, or a combination thereof.

Multiple speed limits

It may be that several speed limits seem to apply to a situation. For example, you can normally drive 50 km/h in built-up areas, but there may also be a sign 30 km/h. In that case, the 50 km/h expires and you can only drive 30 km/h.

There are signs that only show the **speed limit**:

A-1 zone sign
30 km zone

A-1
Speed limit 50 km/h

A-1
Speed limit 70 km/h

If two of these signs with different speed limits are close together, the lowest indicated speed always applies. It does not matter whether this is an individual sign or a zone sign. This can occur, for example, with a temporary decrease in speed during roadworks.

There are also other signs that say something about the speed limit, without that speed limit on it. They indicate a **road type** with a corresponding speed limit.

G-1
Motorway
Speed limit 130 km/h unless otherwise indicated

G-3
Autoweg
Speed limit 100 km/h unless otherwise indicated

H-1
Build-up area
Speed limit 50 km/h unless otherwise indicated

If one of these signs is combined with a sign with a speed limit, the indicated speed limit applies. Even if it is higher than the normal speed limit for this road type (for example, in built-up areas).

The speed limit here is 70 km/h

The speed limit here is also 70 km/h

If other signs are combined with each other, the lowest indicated speed limit applies. Like an autoweg combined with a built-up area sign.

In this situation the speed limit is only 50 km/h

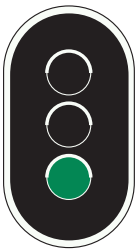
Of course, a vehicle may never drive faster than is permitted for this type of vehicle. Even if the speed limit is 130 km/h on a motorway, a lorry may only drive a maximum of 80 km/h here.

Traffic lights

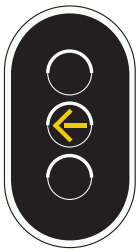
In addition to standard traffic lights, there are a number of other traffic lights. For example, tram and bus lights, level crossing and bridge lights and lane lights.

Tricolour traffic lights

These are the traffic lights that you encounter most in daily traffic. They are located at larger intersections and consist of the colours red, yellow (popularly called “orange”) and green.



Traffic light all directions



Traffic light left turn

Traffic light cyclists and moped riders

The lights can be designed as a circle, but also as a directional arrow or another symbol such as a bicycle. In the latter cases, the traffic light applies only to the indicated direction, or to drivers of the indicated vehicles. A bicycle pictogram here also indicates mopeds, snorfietsen, speed-pedelecs and disabled vehicles.

The meaning of the colours is as follows:

- **Red**
  Stop. Driving is prohibited.
- **Yellow**
  Stop. Unless you are so close to the traffic light that you cannot stop in a reasonable way. Then you can drive on.
- **Green**
  Keep driving. Not driving on at a green light is prohibited.
- **Flashing yellow light**
  The traffic light is not working. Approach the intersection carefully. In this case, traffic signs and markings that regulate the priority are again applicable.

Turning right at red lights

In some cases, a sign with text is placed under or next to the traffic light:

- **Cyclists can turn right - Dutch: 'Rechtsaf voor fietsers vrij'**
  Cyclists and snorfietsers may turn right, even at a red light.
- **Cyclists and mopeds can turn right - Dutch: 'Rechtsaf voor (brom)fietsers vrij'**
  Cyclists, snorfietsers, moped riders, and speed-pedelec riders may turn right, even at a red light. Brommobielen may not!

Beware! While turning right at a red light, traffic that has green light stil has right of way.

Cyclists and snorfietsers are allowed to turn right here through red.

Cyclists, snorfietsers, moped riders, and speed-pedelec riders are allowed to turn right here through red.

Traffic light with an arrow or a circle

Depending on the intersection, the shape of the traffic light bulbs may differ. Sometimes this is a directional arrow, sometimes a circle. At larger intersections with several pre-sorting lanes, you will often find lamps in the form of directional arrows. At smaller intersections without pre-sorting lanes, you will often find lamps in the shape of a circle.

If you want to turn right or left at a traffic light with a **round lamp**, then oncoming traffic or traffic alongside you can have green at the same time. Two rules then apply:

- Through traffic has right of way over turning traffic on the same road.
- Drivers turning right have right of way over drivers turning left.

This is often indicated by a sign under the traffic lights.

If you turn right at a green light you must give way to through traffic.

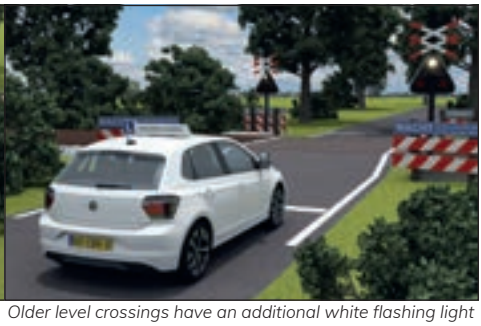
If you turn left at a green light you must give way to through traffic and oncoming traffic.

If you want to turn right or left at traffic lights with an **arrow-shaped lamp**, you will not have to deal with oncoming traffic or traffic next to you. You can then turn left or right unhindered.

Level crossing lights

These lights consist of two red lights that are off when no train is approaching and flash alternately when a train is approaching. In that case you are required to stop. Some level crossings still have a white light flashing to indicate that you can cross.

Even when the level barriers are up, you have to wait until the red lights are off before crossing the level crossing.



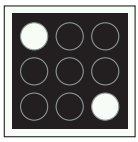
Older level crossings have an additional white flashing light that indicates that no train is approaching at that time.

Bridge lights

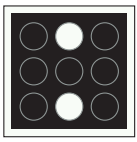
Bridge lights consist of one or two red lights that are off when the bridge is closed and traffic can pass. When the bridge opens, these red lights light up or flash (with two lights) and then you have to stop.

Tram and bus lights (nine eye)

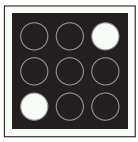
These traffic lights are especially for public transport vehicles and consist of nine round lights in a square plane. The top and bottom row of lights are white, the middle light is yellow, and the two lights on the left and right are red.



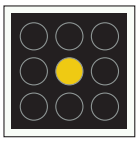
Turning left allowed



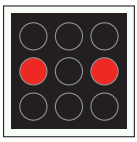
Straight through allowed



Turning right allowed



Stop, if reasonably possible



Stop

Trams and buses that use the lane to which this traffic light applies must follow these lights.

Yellow flashing light

A single yellow flashing light is sometimes used to warn of danger. This can, for example, warn of a pedestrian crossing or a level crossing. Depending on the situation, it may be smart to reduce your speed.

Red flashing light

There are also red lights that indicate that you are approaching a closed level crossing or an open bridge past an intersection. These red lamps indicate that you are not allowed to drive in the direction indicated. These intersections need not be further regulated by traffic lights. The red lamps are intended to prevent congestion at the intersection itself.

The yellow flashing light warns of a closed level crossing up ahead.

The red flashing light indicates that you must stop here if you want to turn left. The level crossing past the intersection is closed. If you were to continue driving, you would block the intersection.

Pedestrian lights

Most pedestrian lights consist of a red and a green pedestrian lamp. In some pedestrian lights, the red lamp has been replaced by a yellow one, in the shape of a triangle with an exclamation mark.

Pedestrian light colours can be interpreted as follows:

- **Green light**
  Pedestrians may cross.
- **Flashing green light**
  Pedestrians may cross, but the light will switch to red very soon.
- **Red light**
  Pedestrians may no longer start crossing. Pedestrians who are already crossing should walk as quickly as possible.
- **Yellow flashing light**
  Pedestrians are allowed to cross but must give way to other traffic. Crossing is at your own risk.

Pedestrian light green

Pedestrian light yellow

Pedestrian light red

Lane lights

These are the lights on electronic matrix signs. You will find these in more and more places above the lanes of autowegen and motorways. Different characters can be displayed with these lights.

Speed limit
In the lane you may not drive faster than the specified speed limit. This is not an advisory speed. In addition, it also means that the lane may be used. In case of a changing speed (for example in traffic jams) the speed is often combined with yellow flashing lamps on the sign.

Green arrow
The lane may be used.

White arrow
Advance notice red cross, the lane must be cleared as soon as possible. Often combined with yellow flashing lights on the sign.

Red cross
Using this lane is prohibited. It may only be used in an emergency.

The word 'BUS' or 'LIJNBUS'
The lane may only be used by busdrivers. In case of the word "LIJNBUS" the lane may only be used by drivers of public busses.

Matrix sign F-9
End of all prohibitions indicated by electronic matrix signs. Standard rules apply from here.

Other (warning) signs
Other signs may also appear on electronic matrix signs. Usually these are warning signs. As a result, you as a driver know why the speed limit goes down or why a lane is closed.

J-33
Traffic jam warning

J-34
Accident warning

EXERCISES 7.1
Scan the QR code with your camera app
Download the free QR-reader app and scan the QR code
Cannot scan the QR code? Go to: **www.theorieboek.nl/auto/opdrachten/7-1/**

Not in possession of an access code?
Purchase one online.

Road (surface) markings

In addition to traffic signs and traffic lights, traffic is also controlled by markings on the road surface. These can be markings such as lines, but also road-painted numbers that indicate the speed limit or markings such as priority triangles and arrows.

Edge line
Line on the edge of the carriageway.

Centre or axis line
Line in the middle of the carriageway, marking the separation between your side of the road and that of oncoming traffic.

Lane line
Line that divides a carriageway or part of the road for one direction into lanes.

Responsible traffic participation and eco-safe driving

Traffic insight and driving behaviour

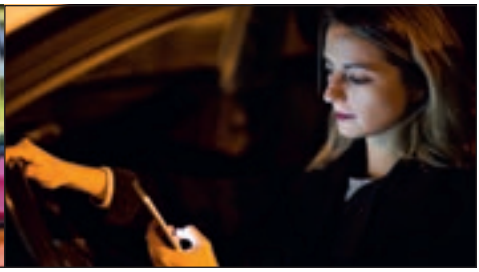
Traffic awareness and proper handling of your vehicle (vehicle control) is crucial to participating in busy traffic. The way you interact with other drivers is also an important element of road safety.

Traffic awareness goes beyond knowing and applying the rules. Some situations cannot be resolved with rules, leaving drivers themselves to determine the correct course of action. Thinking only of yourself may endanger other road users. A good driver prioritises the interests of others where necessary, even if that means putting their own interests aside.

Antisocial and aggressive driving

Road users that put their own interests first are behaving antisocially, putting themselves and others at risk. Examples of this include taking priority out of turn, driving too fast, ignoring traffic lights, and cutting off other road users. Some will also react aggressively when confronted.

Opening the car door without looking properly, falls under antisocial behaviour.



Texting while driving is also antisocial and downright dangerous.

In these cases, police can opt to invoke Article 5 of the Road Traffic Act, which prohibits road users from operating a vehicle in such a way that causes hinder or presents a danger while driving on public roads. Drivers who violate this article face losing their licence, heavy fines, or an obligatory Educational Behaviour and Traffic Measure (EMG). Some offenders may even go before a judge.

> **Article 5 of the Road Traffic Act, 'Kapstokartikel'**
> Behaving in such a way that causes hinder or danger to other road users or that could lead to this is prohibited.

Social and defensive driving

A good driver puts their own interests aside when necessary. Beyond simply following rules and avoiding errors, this involves predicting and recognising the mistakes of others and helping to rectify them.

Giving way to other drivers who are struggling to merge into traffic, is also seen as social driving behaviour.

Social driving behaviour requires defensive driving. Driving defensively means looking ahead, adjusting your speed in time, and accounting for unexpected situations.

Overtaking a horse rider calmly and spacious is considered social and safe driving behaviour.

Making room for motorcyclists so that they can drive in between traffic jams falls under social driving behaviour.

Anticipation
Looking ahead and thinking ahead. Being prepared to react at a moment's notice.
Recognising potentially dangerous situations in time.
Reacting accordingly is called defensive driving.

Taking into account children playing and reacting immediately as soon as a ball hits the road is anticipation.

Neither anticipation nor defensive driving require you to drive extra slowly, nor do they involve giving way to others when you have right of way. It means empathising with other road users, understanding their intentions and what they expect from you, and adjusting your behaviour accordingly.

Decisive driving

Decisive driving means making the right decisions on time and implementing those decisions quickly. It also means being clear about your intentions, which requires knowledge of traffic rules and awareness of traffic.

The more experienced the driver, the easier decisive driving is. The terms ‘defensive driving’, ‘decisive driving’, and ‘anticipation’ are inextricably linked. Looking and thinking as far ahead as possible remains the most important element.

Traffic behaviour and safety

Hundreds of road users die every year as a result of traffic accidents. Almost three-quarters of victims are male. More than half of these accidents take place on municipal roads, especially those with a speed limit of 50 km/h. These roads are where vulnerable road users and multiple flows of traffic come together. Roads with a speed limit of 80 km/h follow directly after.

	Cause of accident in %
Human error	approximately 92%
Vehicle malfunctions	approximately 5%
Road and weather conditions, situational factors	approximately 3%

Most accidents occur as a result of human error. Young people aged between 15 and 24 are relatively often the cause and/or victims of fatal traffic accidents. The use of alcohol, sleeping pills and tranquillisers, and drugs play an important role in the frequency of these accidents. But peer pressure, anger, and frustration also encourage dangerous behaviour. Another significant risk factor is distraction, for example caused by mobile phone use.

In addition to the human risk factor, other causes play a much smaller role in traffic accidents. A handful are caused by technical issues such as poor vehicle maintenance, manufacturing defects, and malfunctions.

Environmental factors such as poor visibility due to fog, crossing wildlife, and other road and weather conditions are also a cause of traffic accidents.

State of mind

Most of us know how it feels to be “miles away”, or distracted from the task at hand when your mind wanders. A variety of factors can cause this - one example being emotions.

Contrary to popular belief, the human brain is not a very good multitasker. Once your mind wanders, you are less able to focus on important tasks such as driving. To further complicate matters, we often do not notice this happening. Distraction can cause a driver to make small but significant errors, such as failing to notice unnecessary swerving.

Emotions can also lead to aggressive and dangerous driving, and violent reactions to situations. This also applies to drivers in a hurry. In case of distraction or an emotional mood, drivers are advised to avoid getting behind the wheel.

Distraction, stress, emotions, peer pressure, and fatigue are all major - and often underestimated - risk factors in traffic. The biggest problem with these factors is that they cannot be measured or quantified in the way alcohol, for example, can.

Fatique

What applies to the state of mind, also applies to fatigue. While in many cases it is not possible to determine whether an accident was caused by fatigue, an estimated 10-15% of accidents are a direct or indirect result of fatigue.

Ultimately, fatigue has the same effect on humans as drinking alcohol. Our thinking time increases, while alertness decreases. Longer thinking time means delayed action, which is extremely risky.

Drivers who feel tired are advised to avoid getting behind the wheel, and instead take a bus or taxi or have another person drive. When driving longer distances, take a 15-minute break at least once every 2 hours.

A standard glass of an alcoholic beverage
One standard glass of wine contains the same amount of alcohol as one standard glass of beer or one standard glass of spirits.

Alcohol

Alcohol is another significant risk in traffic. In addition to its impact on perception and reaction time, alcohol can also cause drivers to overestimate their abilities. This means an increase in risky behaviour.

The body needs time to digest and excrete alcohol. For one standard glass of alcohol, this takes approximately an hour and a half. While it is said that eating mints, drinking coffee, taking a walk, or having a cold shower can speed up this process, this is not the case. Your liver simply needs that time to purify your blood.

The risk of an accident occurring increases sharply when alcohol is involved. At just 440 micrograms per litre (1.0 per mille, about 3-4 glasses) that risk is multiplied by four. At 660 micrograms per litre (1.5 per mille, about 5-6 glasses), the risk of an accident occurring is 20 times higher.

Alcohol, as well as drugs and certain medication, have a significant negative effect on your driving ability.

Drugs

There are many different types of drugs, all of which negatively impact driving skills.

Amphetamines such as speed can lead to risky behaviour such as aggressive driving, while cannabis and hashish can dull the senses and affect concentration.

As is mandated for alcohol, the law stipulates legal limits for each type of drug. In most cases, driving is prohibited after just one dose. The amount of time a drug remains in your system varies greatly per type of drug, making it impossible to definitely state for how long someone who has used drugs should avoid driving. This may even take up to several days.

The police are authorised to drug test drivers by means of a saliva swab. Urine or blood analysis may also be carried out at a police station. Refusing to co-operate with these tests is prohibited.

Driving under the influence of both alcohol and drugs is prohibited, even if the level detected is below 88 micrograms per litre. The limit value in this case is zero.

Medications

It is also a criminal offence to drive under the influence of certain medications that can impact driving skills. These include sleeping pills, antidepressants, heart and blood pressure medications, and even eye drops that temporarily reduce vision. This does not only apply to medications prescribed by a physician.

Medications to which this applies usually feature a yellow warning sticker. The accompanying leaflet will also contain a warning.

Drivers taking these medications must indicate such in their health declaration. The CBR may opt to investigate further before declaring you fit to drive. Always discuss this with your driving school or instructor at the earliest opportunity.

If you already have your driving licence, it is your responsibility to handle any medications properly. If you are involved in an accident caused by your use of medication, you may be held liable.

More information is available at www.rijveiligmetmedicijnen.nl.

Distraction

Many road traffic accidents are caused by distracted drivers, and mobile phones are often the source of this distraction. As texting and driving remains a prevalent habit, the fine for using a phone while driving is considerably high. Holding a mobile phone while driving is prohibited. While hands-free devices are allowed, this is almost equally unsafe due to the distraction.

A number of dangerous behaviours not prohibited by law can lead to considerable distraction, such as setting up navigation or changing the radio station. Participating in or even simply listening to conversation between the occupants of a vehicle can also reduce concentration.

Do not let passengers distract you from driving!

Eating behind the wheel is also a distraction. In addition, you do not have both hands free to respond quickly.

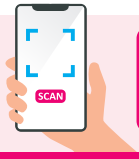
Physical injuries

Physical injuries and conditions can also impact driving skills. If you have a broken arm or leg, for example, you cannot drive your car properly. In these cases, driving is usually prohibited.

EXERCISES 8.1

Scan the QR code with your camera app

Download the free QR-reader app and scan the QR code



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Maintaining distance

The more space around your vehicle, the less likely you are to collide with other vehicles. Many drivers struggle with this, and the sheer amount of traffic on Dutch roads does little to help. A lack of following distance often borders on so-called tailgating, at which point the vehicle behind has no time to react should the vehicle in front start to brake.

Tailgating is very dangerous and punishable with significant fines. In addition, drivers who collide with the rear of another vehicle are automatically at fault almost 100% of the time. Failure to maintain adequate following distance is one of the leading causes of traffic accidents on the motorway.

Stopping distance

Traffic regularly requires drivers to handle both expected and unexpected situations that necessitate braking. It is important to remain aware of the distance you will need to come to a stop - your stopping distance. Stopping distance includes not only braking distance, but also the distance you cover in the time it takes to begin braking - the thinking time.

Stopping distance = Thinking distance + Braking distance

Hazard perception

A separate part of the theory exam is hazard perception. Being able to recognise danger quickly is an important element of safe and responsible driving.

Important elements

To ensure you answer questions about hazard perception correctly, you should ask yourself:

- Is there an immediate danger?
  Take into account your **speed**, the **indicators**, and the **rearview mirror**.
- How serious is the danger?
- What is the best way to react?

Options

To answer hazard perception questions, you are given three options:

- **Brake**
  Quickly reducing speed or bringing the vehicle to a stop.
- **Release the accelerator**
  Reducing speed without braking, in anticipation.
- **Nothing**
  Continuing driving at the same speed.

Brake

Always choose to brake when there is **immediate danger**.
Follow any applicable traffic rules. Look out for traffic signs, markings, obstacles, confusing situations, narrow roads and oncoming traffic, children playing, and cyclists on the road. Also take into account weather conditions. Braking may also be required to maintain a safe following distance.
Pay attention to traffic behind your car. Use the rearview mirror to determine whether a dangerous situation may arise, such as an unexpected overtaking manoeuvre from following traffic.

Release the accelerator

Release the accelerator if there is no immediate danger yet, but **danger could arise** if you do nothing.
If you do not trust a traffic situation, with no immediate danger (visibly) present, you must release the accelerator. This gradually reduces your speed so you can react faster if a dangerous situation presents itself.

Nothing

Only do nothing if there is **no danger at all** and no danger is expected.
If the road ahead is clear, there is sufficient space around your vehicle, and there are no (vulnerable) road users or weather conditions to take into account, you can keep driving.

Situation 1
In this situation you choose to release the accelerator. The road is suddenly snowier further ahead.
As the road is also in a bend, it is better to take this bend more slowly. If you drive at the same speed, you run the risk of slipping.

Situation 2
In this case, you opt to do nothing. The green centre line shows that you are driving on an autoweg, which means your speed is appropriate. There is more than sufficient space ahead of you, and nothing of note alongside or behind (rearview mirror) the vehicle.

Situation 3
In this situation, you choose to brake.
The woman pushing the shopping trolley appears to be crossing ahead of you. She is already close enough that you must brake to avoid a collision. Releasing the accelerator is insufficient, even at this low speed.

Situation 4
In this situation too, you choose to brake.
The car in the left lane should begin to merge, but is braking. To maintain adequate following distance, you must also brake.

Situation 5
In this situation, you opt to release the accelerator. Further ahead, vehicles in the left lane are braking, and extra caution is necessary due to the rain. While the braking vehicles are quite a distance away, releasing the accelerator is the safest option here.

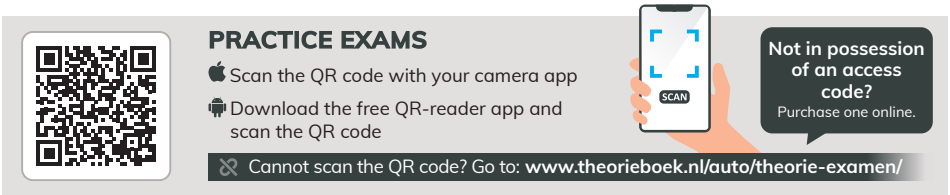
Theory exams

Now you have read the book, you can practice for the exam at www.theorieboek.nl.

Want to know more about exactly how the theory exam works? Or do you need to schedule your exam? Go to www.cbr.nl. You will need a DigiD to log in - if you do not have a DigiD yet, go to www.digid.nl.

On the CBR's website, you can also find information about extended exams, individual exams, and taking the exam in another language. Extended and individual exams can be useful if you are extremely concerned about failing, suffer from dyslexia, or have difficulty concentrating.

Good luck with your theory exam!



Information websites

Associations
www.anwb.nl
www.knmv.nl
www.veiligverkeernederland.nl
www.ehbo.nl

Driving schools and exams
www.cbr.nl
www.rijschoolgegevens.nl
www.rijbewijs.nl
www.digid.nl

2todrive
www.2todrive.nl
www.teamalert.nl

Rules, laws and government
www.rijksoverheid.nl
wetten.overheid.nl
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Organisations
www.rdw.nl
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Colofon

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This theory manual contains the complete course material you need to pass the CBR theory exam passenger car. All mandatory terms are clearly explained in the manual. All theory is explained step by step and is provided with clear illustrations and helpful diagrams. This theory manual also contains explanations and examples of hazard perception and an overview of all relevant traffic signs. Most modern electronic driver assistance systems (ADAS) are also covered.

The manual is subdivided into exactly the same topics as used by the CBR:

- Legislation
- Vehicle knowledge
- Using the road
- Priority and giving way
- Special roads, road sections, road users and manoeuvres
- Vehicle driving safety and reacting in emergency situations
- Traffic signs and signals
- Responsible traffic participation and eco-safe driving

The study material included in this book complies with the most up-to-date Dutch and European legislation and regulations.

In addition to the theory book, you can make use of online practice tests and mock exams. You can use the practice tests to test whether you have fully mastered a chapter's subject. With the mock exams, you can check whether you are ready for the actual CBR theory exam. The mock exams are similar to the CBR theory exams. At the end of a theory exam, you will receive study advice. This study advice refers to the subjects in this theory book. This way, you know exactly what you need to improve.

You will need an access code for the online practice tests and mock exams. Do not have one yet? Then you can purchase it on www.theorieboek.nl.

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