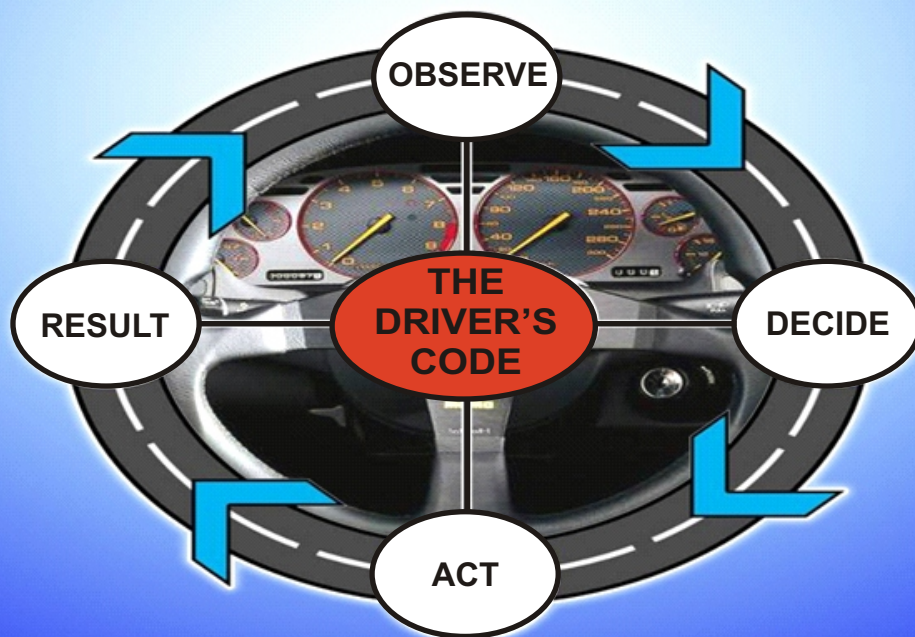




GOVERNMENT OF MALAWI

DRIVER TRAINING HANDBOOK



COPYRIGHT



All rights reserved. No part of this publication may be reproduced, stored in retrieval system or transmitted in any form or by any other means such as electronic, mechanical, photocopying, recording or otherwise without the prior written permission of the Minister responsible for Transport or The Director of Road Traffic and Safety Services.

The Director
Directorate of Road Traffic and Safety Services
Private Bag 257
Lilongwe 3

FOREWORD

The level of motorization in Malawi is on the increase and is expected to grow considerably in the future. Standardized training of drivers of motor vehicles is therefore an essential component in the quest to reduce road carnage.

This Driver Training Handbook seeks to serve as an instruction book containing driving knowledge and skills for the learner driver. Road traffic accidents have a negative impact on the economy in that there is tremendous loss of productive citizens as well as contributing to the decline of nation's gross domestic product. Road traffic accidents also exert a huge burden on the health sector in respect of those who have been seriously injured.

It is the government's goal to reduce road traffic accidents by considerable margin. The Ministry of Transport is committed to reducing carnage through various initiatives and driver training is one of such initiatives being undertaken.

This Handbook is a product of the ministry of transport, through the Directorate of Road Traffic and Safety Services whose purpose is to provide harmonized and standardized step by step processes in driver training that need to be followed when training learner drivers.

ACKNOWLEDGEMENT

The Directorate of Road Traffic and Safety Services wishes to express its profound gratitude to the following Organizations that made significant contributions to the development and publication of this Driver Training Handbook namely:

1. Malawi Police Service (MPS)
2. European Union (EU)
3. NAO Support Unit
4. Roads Fund Administration (RFA)
5. Roads Authority (RA)
6. World Health Organization (WHO)
7. Road Transport Operators Association (RTOA)
8. Minibus Owners Association of Malawi (MOAM)
9. Ministry of Education Science and Technology
10. Road Safe
11. Driving Schools Association of Malawi (DRISAM)
12. Technical, Entrepreneurial and Vocational Education and Training Authority (TEVETA)

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
1.1	IMPORTANCE OF DRIVER TRAINING.....	1
1.2	GOALS OF DRIVER TRAINING	1
1.3	DRIVING TEST AND LICENSING	2
1.4	DRIVER'S TASKS.....	2
1.5	DRIVER'S RESPONSIBILITIES	4
1.6	PRINCIPLES OF DRIVER TRAINING	4
2.0	THE CAR – STRUCTURE, INSTRUMENTS AND CONTROLS.7	
2.1	STEERING SYSTEM.....	7
2.2	BRAKING SYSTEM.....	8
2.3	LIGHTS AND REFLECTORS	9
2.4	WHEELS AND TYRES.....	9
3.0	THE HUMAN FACTORS IN TRAFFIC.....11	
3.1	HAZARDS IN DRIVING	11
3.2	BEING ALERT AND AWARE	12
3.3	BEING OBSERVANT.....	13
3.4	FACTORS THAT INFLUENCE YOUR DRIVING SKILLS	17
3.5	JUDGEMENT OF SPEED AND DISTANCE.....	18
3.6	SELECTING THE PROPER SPEED	19
3.7	STOPPING DISTANCE	20
4.0	PRE-TRIP CHECKS.....24	
4.1	SAFETY PREPARATION FOR DRIVING.....	24
5.0	BASIC VEHICLE CONTROL28	
5.1	STARTING, FORWARDS DRIVING AND STOPPING.....	28
5.2	DRIVING FORWARDS, TURNING LEFT AND RIGHT	29
5.3	COMBINED DRIVING, FORWARDS AND REVERSE	30
5.4	REVERSE DRIVING AND TURNING.....	31
5.5	FORWARD AND REVERSE ZIGZAG DRIVING.....	31
5.6	PARKING AT KERB	32
5.7	DRIVING IN SECOND GEAR INCLUDING LEFT TURNS AND FIRM AND QUICK BRAKING	33
5.8	TURNING ON THE ROAD BY USING FORWARD AND REVERSE GEARS	33
5.9	PARKING IN DIFFERENT TYPES OF PARKING SPACES.....	34
6.0	DRIVING ON THE ROAD36	
6.1	ROAD TRAFFIC REGULATIONS, TRAFFIC SIGNS AND ROAD MARKINGS	36
6.2	BASIC RULES OF THE ROAD	42
6.3	THE DRIVER'S CODE	42
6.4	TWENTY-SIX DRIVING MANOEUVRES ON THE ROAD	44

6.4.1	MOVING OFF, DRIVING AHEAD	44
6.4.2	STOPPING AT THE ROAD EDGE	45
6.4.3	POSITIONING WHEN DRIVING STRAIGHT AHEAD	46
6.4.4	CHOICE OF SPEED WHEN DRIVING STRAIGHT AHEAD	47
6.4.5	DRIVING ON HILLS	47
6.4.6	DRIVING THROUGH BENDS	48
6.4.7	APPROACHING RAILWAY CROSSINGS	49
6.4.8	LANE SHIFT	50
6.4.9	PASSING STATIONARY VEHICLES, PEDESTRIANS ETC.	51
6.4.10	MEETING ONCOMING TRAFFIC	52
6.4.11	DRIVING AHEAD OF, OR BEHIND OTHER VEHICLES	53
6.4.12	DRIVING AHEAD OF OTHER VEHICLES	53
6.4.13	DRIVING BEHIND OTHER VEHICLES	54
6.4.14	OVERTAKING	55
6.4.15	APPROACHING JUNCTIONS	56
6.4.16	DRIVING IN JUNCTIONS WITH TRAFFIC LIGHT SIGNALS	58
6.4.17	DRIVING AT NON-SIGNALISED INTERSECTION	60
6.4.18	LEFT TURN AT JUNCTIONS	61
6.4.19	RIGHT TURN AT JUNCTIONS	63
6.4.20	DRIVING IN ROUNDABOUTS	64
6.4.21	TURNING	66
6.4.22	REVERSING	67
6.4.23	PARKING	68
6.4.24	DRIVING AT NIGHT AND IN CONDITIONS WITH LIMITED VISIBILITY	69
6.4.25	DRIVING ON DUAL CARRIAGEWAY OR MULTIPLE LANES	74
6.4.26	DRIVING IN WET AND SLIPPERY ROAD CONDITIONS	75
6.5	VULNERABLE ROAD USERS	77
6.6	HEAVY VEHICLES, MOTORCYCLES AND MOPEDS	79
6.7	COMMON ROAD TRAFFIC SITUATIONS	80
6.8	ENVIRONMENTAL FRIENDLY AND DEFENSIVE DRIVING	82
7.0	FUNDAMENTAL DRIVING RULES	86
7.1	ROAD TRAFFIC RULES AND REGULATIONS	86
7.2	INSTRUCTIONS	86
7.3	BASIC ROAD TRAFFIC RULES	86
7.4	WARNING SIGNALS	87
7.5	RIGHT OF WAY	87
7.6	AT AN ACCIDENT SCENE	87
7.7	THE DRIVER'S RESPONSIBILITIES	88
8.0	HIGHWAYS, EXPRESSWAYS AND TOLL ROADS	89
8.1	HIGHWAYS	89
8.2	EXPRESSWAYS	89
8.3	ENTERING AN EXPRESSWAY	89
8.4	EXITING AN EXPRESSWAY	89
8.5	TOLL ROADS	91

1.0 INTRODUCTION

Contents

- 1.1 Importance of Driver Training
- 1.2 Goals of Driver Training
- 1.3 Driving Test and Driver Licensing
- 1.4 Driver's Tasks
- 1.5 Driver's Responsibilities
- 1.6 Principles of Driver Training

1.1 Importance of Driver Training

Drivers of motor vehicles, not properly prepared for their tasks, contribute to many accidents. This may be worsened with increasing motorization level expected to grow considerably in the future. Education and training are therefore important steps towards improving the overall driving skills of current and future drivers of the nation.

Road traffic accidents impact economic and public health problems nationally, due to all those who are killed and injured.

Emissions from motor vehicles are probably one of the causes for the Greenhouse effect and the damages to the Ozone layer that may change the climate. This is a global environmental threat.

Teaching environmental friendly driving through proper driving skills, knowledge, techniques and attitude will result in less fuel consumption and less emission of greenhouse gases like carbon dioxide. This in turn will reduce the fuel expenses for the driver.

Being a responsible driver according to the principles of this handbook is vital for safer, more sustainable public and private transport as well as for economic progress.

1.2 Goals of Driver Training

Driver training aims at giving the learner driver the proper knowledge, skills and attitudes in order to develop the necessary road discipline. This will in turn yield:

- Maximum safety and minimum delay in the traffic
- Compliance with the traffic laws, rules, regulations and other provisions
- Minimum inconvenience, especially for the vulnerable road users
- Vehicle inspection for the benefit of safety
- Defensive and environmental friendly driving behaviour

Driver training according to these goals will make you well prepared to comply with not only the standards of the driving test, but also road discipline.

1.3 Driving Test and Licencing

The basic requirements for obtaining a motor vehicle driving licence for The Republic of Malawi are as follows:

- Minimum age depending on the class applied for, refer to appendix 2
- Completion and submission of an application for driving licence comprising of the following:
 - Application form.
 - A medical report proving that you are mentally and physically fit for driving.
 - A copy of your national identity card or birth certificate.

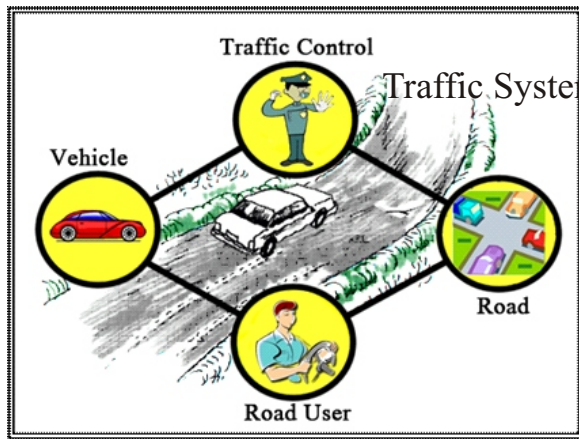
Above all, the vehicle to be used by a learner driver must meet the requirements for training and be insured comprehensively with its policy covering the learner driver as well.

The Driving Test consists of a theoretical and a practical part. The theoretical test comprises a number of multiple choice questions.

The practical road test takes you through a test route where you have to negotiate the most common traffic situations in a skilled and safe manner.

1.4 Driver's Tasks

The aim of Driver Training is to look upon the driver as an operator of a machine in a complex environment. The vehicle is the machine, while the road along with its road users, traffic signs, markings, signals, and surroundings make up the environment. The authorities issue rules and regulations, which everybody must comply with, to ensure that traffic operates safely and smoothly. Traffic accidents are caused by errors on the part of the road users, deficiencies in the vehicle or the road itself. Sometimes they are caused by lack of co-ordination between the various components of the Road Traffic System.



The components included in the Road Traffic System are;

- The Vehicle
- The Road Users
- The Road and its environment
- The Traffic Control System

Picture 1 – The Road Traffic System

Important items to consider within each component are;
The Vehicle;

- Conditions of tyres, brakes, lights.

The Road User;

- Physical and mental Fitness.

The Road and its environment;

- Surface conditions, alignment, evenness, disturbance from the road surroundings (e.g. advertisement signs).

The Traffic Control System;

- Traffic Laws and Regulations

As an example, the use of defective tyres on vehicles will affect the driver's ability to safely manoeuvre the vehicle, especially during bad road conditions. That is, bad tyres could affect two other components, the Driver and the Road.

Drivers must not wait for the authorities to request that the tyres be good. In addition the driver must take the responsibility to make safety inspections to ensure compliance and that the car has good tyres.

Similarly, the driver should ensure that he is fit, and is aware of the road conditions.

Behind the wheel the driver's task is to collect, and process information from the road, the traffic and the car's behaviour, and make correct decisions about appropriate control actions and also execute these actions. Then, the driver has to assess the result of the actions and respond to the new situation.

This tells you to observe (reading the road well), deciding (assessing risks) and acting (signalling, speed adjustment and positioning). This process will be explained as the driver's code in section 5.0.

This is in many ways a developed system of The Mirror - Signal - Manoeuvre system (position, speed adjustment, and look) .

By correct signalling, proper speed adjustment and positioning the car in a prescribed manner, you can communicate with other road users and be a safe and predictable driver.

Driving is in many ways a social skill, in the sense that co-operation between road users is important for the benefit of traffic safety.

1.5 Driver's Responsibilities

The aim of the regulations concerning the ownership and use of the motor vehicles is to ensure order and safety on the roads, and they include certain obligations called driver's responsibilities:

- The driver must possess a valid driving licence
- The driver must be fit to drive
- Ensure that the vehicle has valid insurance certificate
- The vehicle must have acceptable registration plates
- The vehicle must be in good mechanical condition
- The vehicle must have a valid certificate of fitness (COF)
- The driver must know and obey road traffic rules and regulations

If you are a learner driver, a Driver Instructor licensed to drive the class of vehicle you are driving should be seated by your side to instruct and help you.

1.6 Principles of Driver Training

Driver training, like any other educational activity, has to be based on well known pedagogical and psychological principles. Also, a sound judgement developed by the Driving Instructors and the Driving Examiners over the years is essential.

The principles of the Driver's Code will be the cornerstone in the Driver Training process and will influence all future actions of skilled drivers behind the wheel.

The Driver's Code consists of three main elements, namely;

- **Observe**
- **Decide, and**
- **Act**

In this context, the aims of the Driver's Code are to;

- Establish a method for coping with any traffic situation systematically
- Establish a disciplined road behaviour, which is based on awareness of the hazards thus being a prerequisite for defensive and environmental friendly driving.

It is recommended to obtain your driving lessons through an authorised Driving School under the leadership of a trained instructor. The reason is that it will make you a more skilled and knowledgeable driver and give you a better opportunity to comply with the driver-licensing test.

Driving instructions are both theoretical and practical. To get the full benefit of the course, one should follow the theoretical course parallel to the practical training.

For instance, it is necessary to learn how the brakes work, and how to use them; before you start driving.

This handbook focuses on the practical driver training.

Thus, the driving instructor will cover Traffic Laws and Regulations from The Highway Code more extensively in the classroom sessions.

The typical sequence of the driver training program:

1. Basic rules on the road
2. Introduction and demonstration of vehicle structure, instruments and controls in the classroom
3. Pre-trip checks
4. Basic vehicle control
5. Manoeuvres on the road under realistic traffic conditions
6. Review and updating in classroom

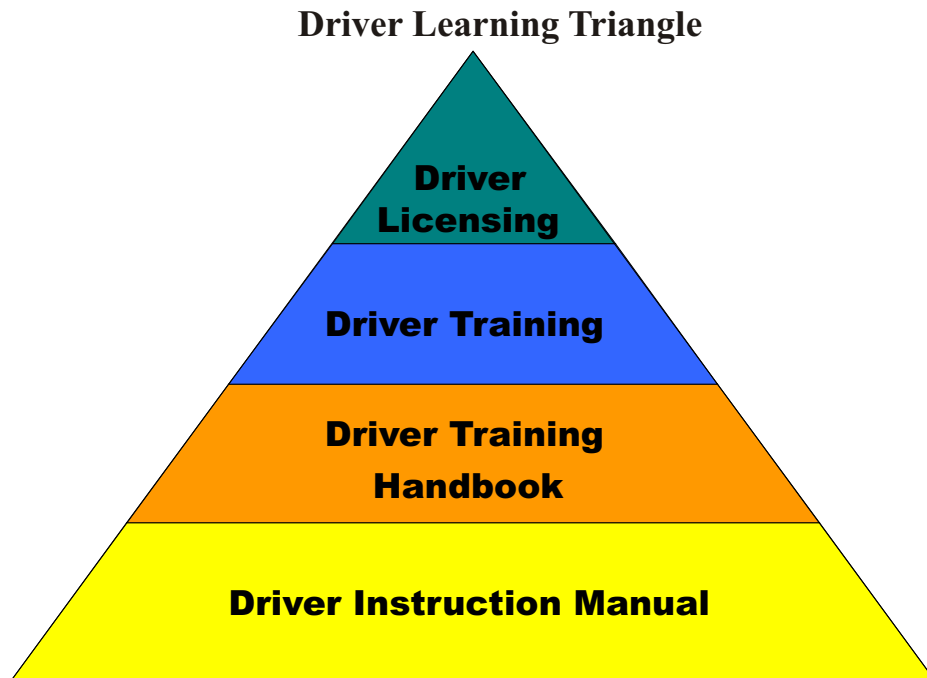
Manoeuvres covered in this handbook are normally described in the following way:

- You will find the driver's code (observe, decide, and act) which are the basic elements of the manoeuvre. Also there are some key points in order to make it easier for you to carry out the manoeuvre safely
- For some manoeuvres you will find references to relevant sections in the Highway Code in order to understand the theory behind the manoeuvres

In addition you will find pictures and drawings of traffic situations, which can be closely looked at and discussed with the instructor and fellow learner drivers. This gives you an opportunity to develop a broader understanding of the manoeuvres.

Driver Learning Triangle

The Driver Training Handbook based on a well-defined Driver Instruction Manual, professional Driver Training and the final Driver Licensing are the basic components in a comprehensive Driver Training Program. This is illustrated as the Driver Learning Triangle.



Picture 2 – The Driver Training Handbook is the corner stone for Driver Training and Licensing

Summary

- Professional Driver Training, gives the driver proper knowledge, skills and attitudes which lead to good road discipline
- Driving Tests evaluates driver's knowledge, skill, attitude and behaviour
- Good Driver Behaviour benefits traffic safety, the environment and national economical progress

2.0 THE VEHICLE – STRUCTURE, INSTRUMENTS AND CONTROLS

Contents

- 2.1 Steering System
- 2.2 Braking System
- 2.3 Lights and Reflectors
- 2.4 Wheels and Tyres

It is necessary for the learner driver to learn the basics of the structure of the car, instruments and controls in order to operate the car correctly and safely, and for checking the car for defects affecting traffic safety.

Roadside vehicle inspections reveal that considerable portions of the vehicle fleet have defects, which seriously affect traffic safety.

The main vehicle defects being:

- Defective Brakes
- Worn out Tyres
- Defective Lights
- Defective Steering Systems

This chapter will focus on items of the car structure, instruments and controls where there are legal requirements that must be complied with for the sake of safety. The driving instructor will cover additional items in the classroom sessions.

The main controls were covered in section 4.1 when you learned to prepare for safety before driving.

2.1 Steering System



Picture 3 – Steering Wheel and Checking of the Steering System

Check that the following safety requirements are complied with:

Steps

- The front wheels must react precisely to any turning of the steering wheel
- The free play of the steering wheel when turning must not exceed 5 cm
- The turning of the steering wheel must not meet uneven resistance or make noises
- The automatic straightening of the front wheels must always occur, when the hold of steering wheel is eased while driving

Key points

- ❖ The steering must be accurate and keep the vehicle staying on course.
- ❖ The steering wheel must turn without undue effort and return to central position by itself. Uneven tyre wear is an indication of faulty steering or suspension.



Picture 4 – Checking Brakes

2.2 Braking System

Check that the following safety requirements are complied with:

Steps

- The brake pedal must allow for about 1 cm free play in the top position
- It must not be possible to press the brake pedal more than halfway down to the floor-board, even when depressed firmly and quickly
- The brake resistance must be fully established, and the pedal must not go further down even if being firmly pressed
- In power assisted brakes, the pedal is

supposed to drop a little when pressed down during engine start-up.

You must know about the following possible defects in the brake system:

Steps

- Swerving of the car under slight braking at moderate speed on a level road indicates uneven wear, moisture or dirt on the brake linings
- Uneven braking or sudden jamming of one or more wheels indicates defects in brake drums, brake discs or brake linings
- If the brake pedal, when pressed, almost goes to the floorboard, it is an indication of a serious defect in the brake systems or deficiencies in the adjustment

Key points

The foot brake shall have short pedal travel, withstand pressure, act evenly and take effect gradually as pedal pressure is increased. Faults must be repaired, without delay, at an authorised garage. The hand brake must be able to hold the car, even on a gradient.

2.3 Lights and Reflectors



Picture 5 – Example of Lamps in the Front and Rear of the vehicle

The car must be equipped with the following prescribed lights and reflectors:

- Two headlights with high beam, that must be capable of lighting up the road at least 100 meters ahead of the car and low beam that must be capable of lighting up the road at least 30 meters ahead of the road
- Sidelights in white or amber colour, two at front wings and two at the rear wings
- Two rear braking lights in red colour
- Direction indicator lamps in red or amber colour, two in the front and two in the rear
- Two reverse lights
- Need for the retroflective tapes/chevron (by design rear lights have an embedded retroflective area)

Key points

Keep the lenses clean and check the bulbs regularly. Carry spare bulbs and spare fuses in the vehicle.



Picture 6 – Good tyre

Picture 7 – Worn out tyre

2.4 Wheels and Tyres

The driver must ensure that the tyres comply with the Regulations.

Steps

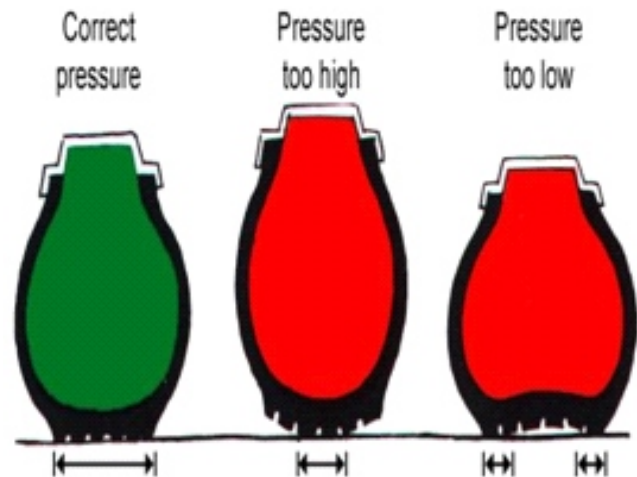
- Tyres, rims and wheel bearings must be intact and undamaged

- Tyres must not be excessively worn beyond required legal requirement
- Tyres must be of the same type, cross ply on each axle, and correctly inflated

Key points

- ❖ Tyre pressures must be correct and be in line with manufacturers specifications
- ❖ Regularly inspect and check tyres

Picture 8 – Tyre pressure and tyre contact area



□For more information on tyres refer to The Malawi High Way Code

Summary

Good driver behaviour is to study the owner's manual and before driving inspect:

- The brakes
- The tyres
- The steering system
- The lights
- Carry out necessary, maintenance and repair as required.

3.0 THE HUMAN FACTORS IN TRAFFIC

Contents

- 3.1 Hazards in Driving
- 3.2 Being Alert and Aware
- 3.3 Being Observant
- 3.4 Factors that influence Your Driving Skills
- 3.5 Judgement of Speed and Distance
- 3.6 Selecting the Proper Speed
- 3.7 Stopping Distance

3.1 Hazards in Driving

There is a high likelihood of being involved in a road accident whilst driving. Unfortunately most accidents are the result of road user's erratic actions or behaviour in traffic.

The Road Safety Authorities expect that with a more positive economical growth the number of vehicles and drivers will grow fast – and, consequently also the number of accidents.

Measures undertaken by the authorities involved in Road and Traffic Safety includes amongst others;

- Road Improvements including improvements of accident prone locations
- Improvements of the Motor Vehicle fleet e.g. Maintaining roadworthiness and fleet replacement
- Strengthened enforcement and Traffic Policing
- Improved education and training of road users

The most common causes of vehicle related accidents are:

- Driving too fast with regards to prevailing conditions
- Improper overtaking
- Loss of control
- Skidding
- Unqualified and inexperienced drivers
- Driving under the influence of alcohol and drugs

The number of accidents is all too high, but most people are not too concerned, thinking “Accidents only happen to others, not to me”. This poor attitude can create a false sense of security to all road users. The truth is that an accident can happen to anybody, and that nobody is safe.

Inexperienced drivers are more likely to be involved in accidents.

These are some ways in which you can contribute to reducing road accidents:

- Always be fit when you drive
- Keep your car in good mechanical condition
- Drive according to the basic rules and regulations of the road
- Concentrate 100 % on the driving task

3.2 Being Alert and Aware

In order to drive safely and efficiently, you must be aware. You must be aware of the conditions of the road and also the conditions of the vehicle.

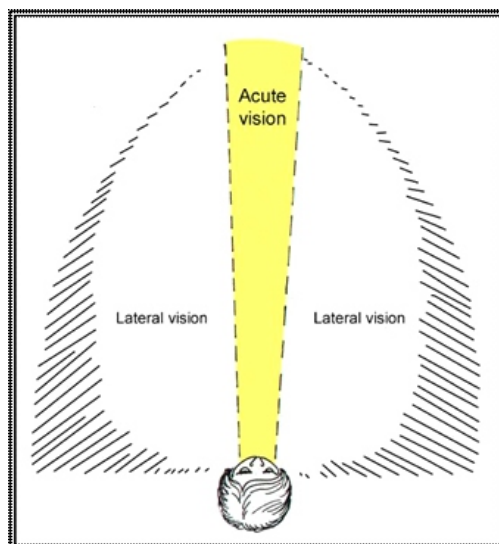


Picture 9 – An ox-cart crossing the road

Imagine a driver who is suddenly confronted with an obstacle on the road in front.

Firstly, the eye perceives the obstacle and transmits a signal to the brain. Then the brain decides that the proper thing to do is apply the brakes and tells the muscles to get the foot to step on the brakes.

Eyesight is the driver's most important sense. But other senses, like hearing, also transmit important information.



For instance the driver can perceive horn signals from other vehicles and can detect wheel and tyre defects if he hears unusual sounds from his / her vehicle.

The illustration shows the zone of vision for a person with normal eyesight.

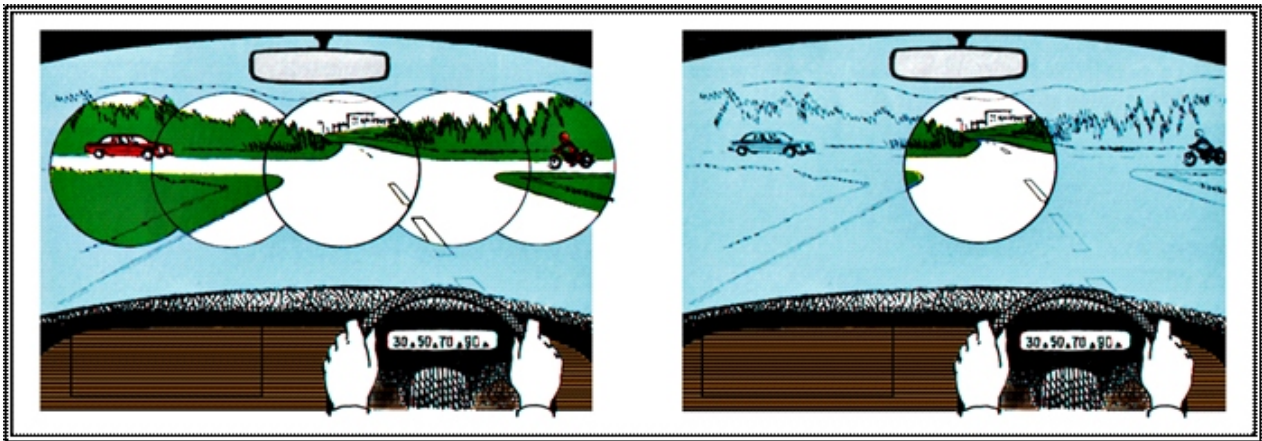
The zone of vision is nearly *180 degrees*. The centre vision or field of perception covers only *3 to 5 degrees*. Lateral vision outside this field is less clear.

The function of the eye is such that it focuses on one object at the time. This normally takes about 0.5 seconds. But if the driver is tired, up to 3 seconds may be needed before the eye can switch to another object.

Note that as speed increases, a driver must look far ahead on the road. This has the effect of creating the so-called “Tunnel Vision”.

Tunnel Vision

Tunnel vision makes it difficult to see vehicles approaching from the sides. The driver will therefore have to move his or her eyes to see the whole junction, as this illustration shows.



Picture 11 – You have to move your eyes to get the overall picture

Driving requires your full attention

3.3 Being Observant

In order to collect and process information the driver must have well developed seeing habits to be able to read the road.

Your eyes provide you with 90% of the information you need to drive safely. Hence, good eyesight is of great importance for safe driving.

It has been found that failing to observe and perceive is one of the most common driver mistake which causes accidents.

Therefore the following five rules for observation constitute an effective tool for safe driving:

1. Look far ahead
2. Keep your eyes moving
3. Get the overall picture
4. Make sure others can see you
5. Leave yourself margin for a safe escape



Picture 12 – Look far ahead and over the vehicle in front



Picture 13 – Look over the vehicles to the end of the street

1) **Look far ahead**

- In built up areas as far ahead on the street as you can see
- On the open highway at least 400 m
- In the dark beyond your headlights
- Do not only concentrate on the vehicle just in front of you

2) **Keep your eyes moving** means that you look around laterally and far ahead, but not to fix your gaze. You must view the entire situation on the road by constantly looking about for important details and make effective observations at every potential hazardous situation

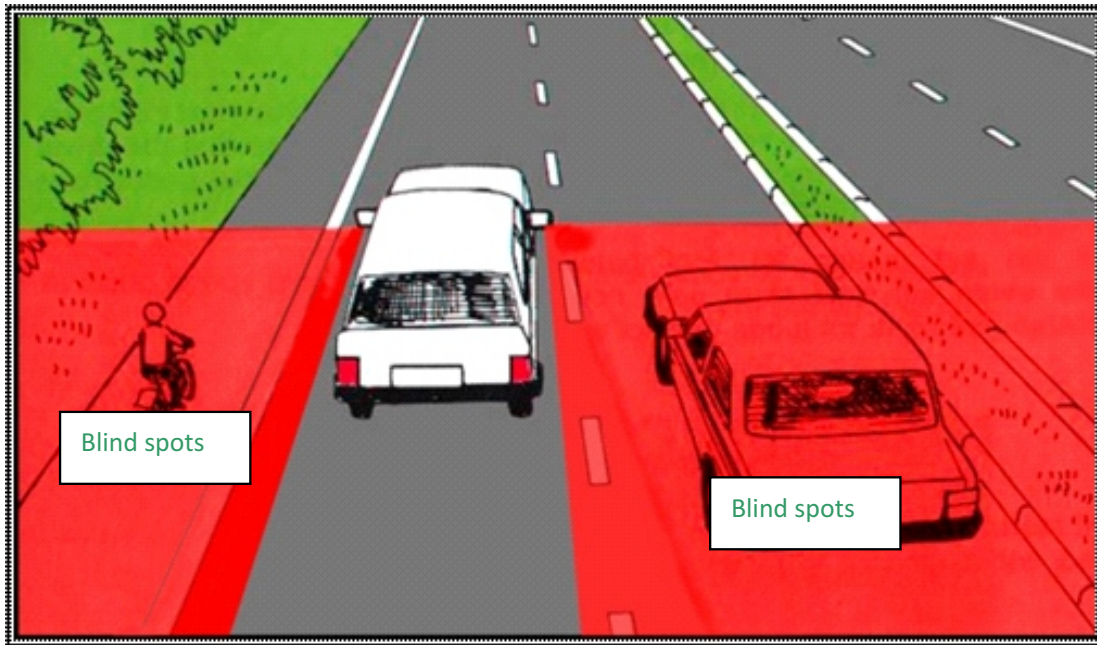
Ahead and to the sides:

- Keep your eyes moving with short glances
- Look repeatedly to both sides before and while driving through an intersection

To the rear and to the sides:

- Take frequent looks in the mirror (every 5 to 8 seconds)
- Take a quick look in the mirror when a dangerous situation is observed in front of the car
- Take a look in the mirror before reducing speed or changing your position
- Check the blind spot area, looking over your shoulder just before changing lanes

Blind spots are areas outside the vision of the mirrors on both sides and behind you.



Picture 14 –Blind spots

3) Get the overall picture

Very many things happen at the same time on the road, especially at intersections. Hence, it is necessary to keep your eyes moving to collect information in front of the car, on both sides of the car and behind the car.

Many traffic situations are complex, they change constantly and are full of information which the driver has to take into consideration.



A driver has to think ahead to perceive the complete situation. A good driver should be able to forecast or anticipate the events of the next 10 seconds and drive at a proper speed adjusted to the situation. This is the cornerstone in the concept of “Defensive Driving”

Picture 15- Obstacles seen in mirror

This means 50 m ahead when driving at 20 km per hour, and about 150 m when driving at 50 km per hour.

A driver must never drive so fast that he or she does not have time to observe and perceive thoroughly what is taking place in the driving environment. By driving slowly enough, a driver will gain control of the situation.

4) Make sure others can see you

A driver should not take for granted that other road users can see him or her and, likewise understand what he or she is about to do.



Picture 16 – Other road users must see you

As a driver you have several means of making others to see you and understand your intentions, such as:

- Not driving so fast that you take other road users by surprise
- Positioning your car where it can be seen
- Using headlights or dipped headlights at night
- Giving signals in advance; clearly, correctly and at the proper time
- Cancelling the signal after the manoeuvre is completed

Doing so, you will be a predictable driver. This means that the other road users can easily spot you and understand your intentions.



Picture 17 – Too close distance to the lorry ahead



Picture 18 – Proper distance to the lorry ahead

5) Leave yourself margin for a safe escape

Picture 17:

This driver is following too close behind the lorry. He or she cannot see much of the road ahead, and it could be dangerous if the driver of the lorry makes a sudden stop.

Picture 18:

The distance is safer, and the driver stands a good chance of stopping before it is too late. Also, in this position the driver can more easily observe oncoming traffic.

An alert driver will always look for a way of getting out of a possible dangerous situation by keeping a proper distance to the vehicle ahead.

You must be alert and read the road when driving

3.4 Factors that influence Your Driving Skills

As a driver you must know that the following factors have a bad influence on your driving skills:



Picture 19 – The Driver is on mobile phone



Picture 20 – The Driver eats whilst driving

- Distractions (carrying on a conversation with your passengers, lighting a cigarette, adjusting the cassette player, using the mobile telephone, eating snacks, etc.)
- Strong emotions (being angry or excited)
- Fatigued (being tired impairs your ability to be alert and observant. This leads to slower reactions and inaccurate and slow movements)
- Under the influence of drugs
- Under the influence of alcohol – ***DON'T DRINK AND DRIVE***

- Alcohol reduces the driver's sense of danger and precaution while the confidence in their own driving skill increases
- Their driving skills are in fact reduced dramatically

Table 3.1 shows alcohol concentration and accident risk



Alcohol concentration and risk to be involved in an Accident	
Blood Alcohol Content (g / 100ml of Blood)	Accident Risk
0.05 g/100ml	4 times higher
0.08 g/100ml	12 times higher
0.15 g/100ml	40 times higher
0.20 g/100ml	145 times higher

Picture 21 – Drinking and driving is a deadly mix

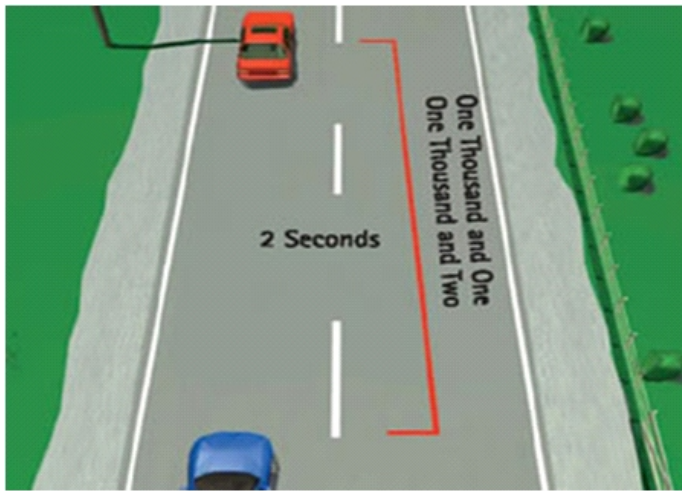
Drivers under the influence of alcohol or drugs cause many accidents on the roads. According to research your risk is increased if your alcohol content is exceeding a blood alcohol level of 0.05 g/100ml. The Malawi Road Traffic Act, 1997 states that no one must drive or attempt to drive a motor vehicle when he or she is under the influence of alcohol which exceeds 0.08g/100ml of blood.

The driver must be well fit in order to comply with the traffic conditions

3.5 Judgement of Speed and Distance

Before starting training exercises on the road, you need to be aware of how to judge distance and speed.

Drivers normally overestimate distances and underestimate speeds of their own vehicle and of other vehicles. They tend to believe that speeds are slower and the distances are longer than what they really are.



This misperception can be fatal; e.g., two approaching vehicles may close in sooner than expected, and a collision could be the result. Judgement of speed and distance are not reliable.

Always allow yourself plenty of safety margins.

Picture 22 – Allow for sufficient Safety Margins

3.6 Selecting the Proper Speed

Selecting the proper speed is one of the driver's most vital tasks.

The Centrifugal Force



When driving in a bend, the tendency for the vehicle is to continue in the travelled direction straight ahead.

The higher the speed, the stronger this tendency will be.

This is a force, which in science is known as the “Centrifugal Force”. If the speed is too high, you will not be able to manoeuvre the vehicle through the bend but instead run straight ahead and off the road.

Picture 23 – The effect of the Centrifugal Force

The Grip

A driver utilises the grip of the tyres on the road to brake and steer. The grip depends on:

- The road surface type (gravel, asphalt etc.)
- The road surface condition (smooth, rough, wet, muddy, sandy etc.)
- Type of tyres recommended for particular class of vehicle
- Thread depth of tyre
- Appropriate Load

The grip is good when your vehicle is properly loaded and fitted with standard tyres in good condition, travelling on coarse asphalt and dry roads.

Poor grip results from wet or slippery roads, and worn tyres will dramatically reduce the grip even further.



*Picture 24 – Wet Road Conditions –
(Aquaplaning/Hydroplaning)*



Picture 25 – Tyre & Road Surface Contact area

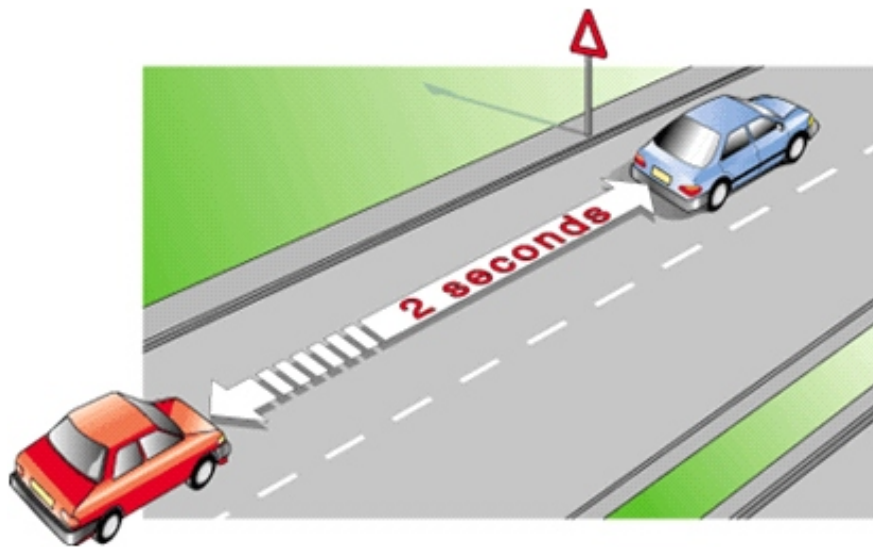
Always remember the contact area of the tyres of a car is roughly equal to that of the area of your palm only. A driver must adjust the speed to the prevailing road surface conditions since the tyre-grip, to be used for braking and steering, deteriorates heavily with deteriorating road surface conditions

3.7 Stopping Distance

A car in motion requires a free road-distance ahead in order to stop thus avoiding a critical situation e.g. if the vehicle in front of you comes to a sudden stop.



Picture 26 – Proper Distance to Vehicle ahead



Picture 27 – The Time Lapse Formula

A skilled driver is capable of selecting proper speeds that allow him to travel smoothly without sudden and violent stops.

Sudden and violent braking is unpleasant for the occupants and leads to;

- risk for skidding
- unnecessary wear and tear of the vehicle
- increased fuel consumption.
- Collision with vehicle ahead or behind

Table 3.2 shows the speed in km/h converted to metres/sec:

• 20 km/h – 5.5 m/sec	• 40 km/h – 11 m/sec
• 60 km/h – 17 m/sec	• 80 km/h – 22 m/sec

This means that the distance covered in one second is 11 metres when the speed is 40 km/h and 22 metres at 80 km/h.

The Reaction Time

➔ is the time that elapses from the time a dangerous situation is perceived by the driver until the driver reacts, and commences to brake. Reaction time may vary from less than 1 second to 3 to 4 seconds, depending on the person and his / her level of fitness.

Normally the driver's reaction time is 1 second. The reaction time will be longer if:

- The driver is inattentive
- The driver is physically or mentally unfit
- The driver is fatigued
- The driver is under the influence of alcohol or drugs

Long reaction time often leads to hazardous situations on the road, and may result in accidents.

The Response Distance

➔ is the distance travelled during the reaction time (the time needed for the driver to respond). It increases as the speed increases according to the table 3.2 above. E.g. during one-second reaction time the Response Distance, at 20 km/h will be 5.5 meters and at 80 km/h will be 22 meters.

The Braking Distance

➔ is the distance travelled from the moment the driver applies the brakes until the vehicle has come to a full stop. Braking distance increases dramatically with speed and, naturally the braking distance will increase if the braking system is not working properly.

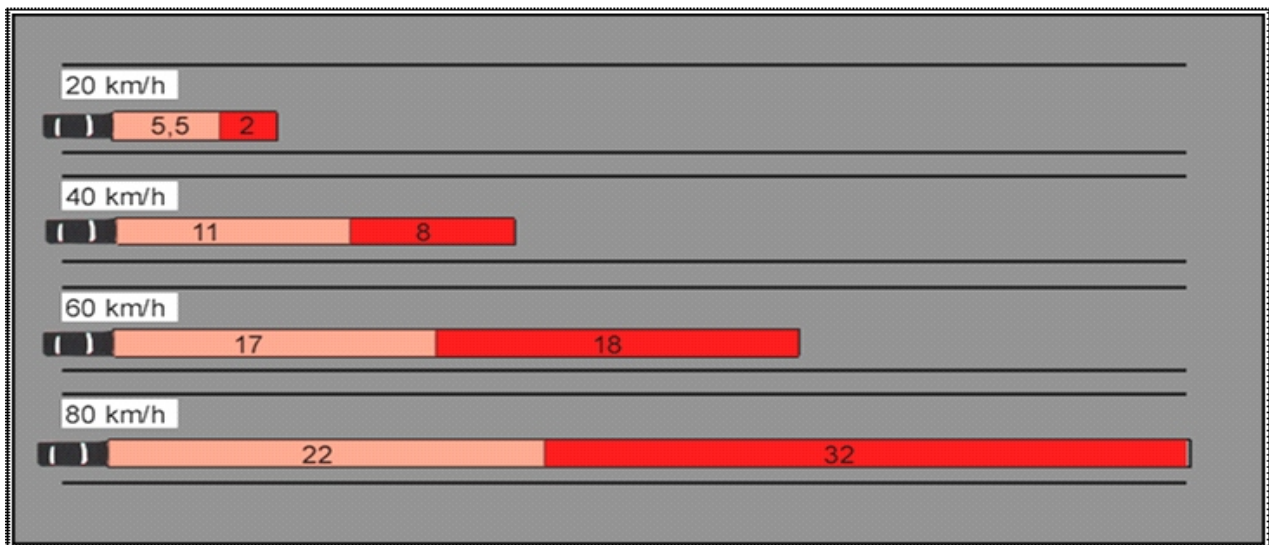
The Stopping Distance

➔ is the total distance needed to stop a vehicle including the distance to react and the distance to brake.



Picture 28 – The TOTAL STOPPING DISTANCE is the sum of Response Distance (Reacting Distance) and Braking Distance:

If you double your speed, the braking distance will increase fourfold; and if you increase your speed three times, the braking distance will increase nine-fold.



Picture 29 – Example of Stopping Distance at various Speeds on dry asphalt

At 80 km/h you will consequently need 54 metres to stop the vehicle from the moment you perceive a dangerous situation until coming to a full stop.

You must always adjust your speed to be able to cope safely with any dangerous situation coming up ahead.

Summary

Good driver behaviour is to:

- Take the hazards of driving into consideration
- Practice the five rules for observation in order to read the road
- Avoid being under the influence of alcohol or drugs and consider other factors which may negatively influence your driving skills
- Keep appropriate safety margins since you normally estimate distance to be longer and speed to be slower than what they really are
- Take into consideration that;
 - ▶ The road grip depends on type of road surface, road conditions, type of tyre, tread depth and appropriate load.
 - ▶ The stopping distance depends on the response and braking Distance.
 - ▶ Response distance becomes longer if the driver is under fatigue, inattentive, under the influence of drugs or alcohol, or is physically or mentally unfit
 - ▶ Braking distance depends on the speed, the efficiency of brakes, the tyre condition, the weather conditions and the state and condition of the road

4.0 PRE-TRIP CHECKS

Contents

4.1 Safety Preparations for Driving

The goal of this chapter is to teach you the basic skills and knowledge that is necessary to perfectly control the car, in all the manoeuvres, at a moderate speed.

Driving in traffic can be complicated, and you need all your capability to cope with the various traffic situations in a disciplined and safe manner. Unskilled drivers act in an unpredicted manner being a threat to themselves and other road users. For instance, through improper observations, misjudgements and consequent zigzag positioning of the car.

To learn how to drive a car is a process in several phases.

First you have to start training on the simple skills, in safe and uncomplicated surroundings, before you can go on to the more advanced exercises. This procedure will make you feel more comfortable behind the wheel and will also promote safety in the learning process. Consequently, you have to start with the basic car controls before you can move on to the more complicated manoeuvres on the road. You will, systematically and, step by step, be taken through the items that you have to learn thus making the learning process smooth and effective.

Before you start driving you must make the necessary safety preparations, and learn to know the names and positions of controls and instruments.



Picture 30 – Complicated Traffic situation

4.1 Safety Preparation for Driving

Before you start driving you must make the necessary safety preparations, and learn to know to name and point out the positions of the different controls and instruments.

Outside the Vehicle

- Wind Screen
- Head Lamps
- Indicators
- Parking Lights
- Rear View Mirrors
- Tyres
- Tail Lights (reverse lights, indicators, brake lights, parking)

Check

- Windscreen is clean
- Wipers are functioning
- Lights are working
- Tyres in good condition and with correct pressure
- View Mirrors adjusted, not broken
- Condition of lens and reflector

Under the Bonnet

- Brake fluid
- Engine Oil
- Battery security
- Battery terminals
- Water Level – Radiator
- Windscreen Washers
- Clutch and brake fluid reservoirs
- Bonnet catch and lock plus stand

Check

- Fluid levels i.e. engine oil, brake fluid, clutch fluid
- Security of the Battery

Boot

- Spare Wheel
- Wheel Spanner
- Jack
- Warning triangles

Check

- Spare tyre condition
- Serviceability of Jack

Inside the vehicle

- Park Brake
- Gear lever
- Foot Controls (Accelerator, Brake Pedal, clutch)
- Steering Wheel
- Dashboard Instruments (speedometer, odometer, gauges, light warning indicators)
- Seats (Adjustments mechanism, Head restraints)
- Interior rear view mirror
- Interior Climate Controls
- Switches (indicators, wipers, fan, headlights, Air conditioner, heater)
- Car mats
- Seat belts

Check

- Whether all controls are in good working condition



Picture 31 – Check Tyre condition



Picture 32 – Checking Outside the Car

- Check that windscreen and windows, mirrors and lamps are clean
- Remove any loose objects on the dashboard, behind sun visors, on the rear windowsill etc. which may be thrown around in the car
- Operate the closing and locking mechanisms of the doors, and close firmly
- Adjust the front seat for proper driving position, allowing for convenient operation of the steering wheel, pedals and other controls
- Adjust mirrors to obtain the best possible view without need of changing the driving position
- Check that all the pedals are functioning properly
- Check that the hand brake is in position
- Check that the gear is in neutral position



Picture 33 – Remove loose objects

- Fasten Seat Belts
- Check blind spots by head movements

Point out and name;

- Clutch pedal
- Gear lever and parking brake
- Accelerator pedal
- Switches to lights
- Windscreen wiper, washer and fan



Picture 34 – Example Checking Inside the Vehicle

Key point

- Adjust the seat and internal and external mirrors, fasten your seat belt before moving off.

Summary

Good driver behaviour is to:

- Make necessary safety preparations outside and inside the car before moving off

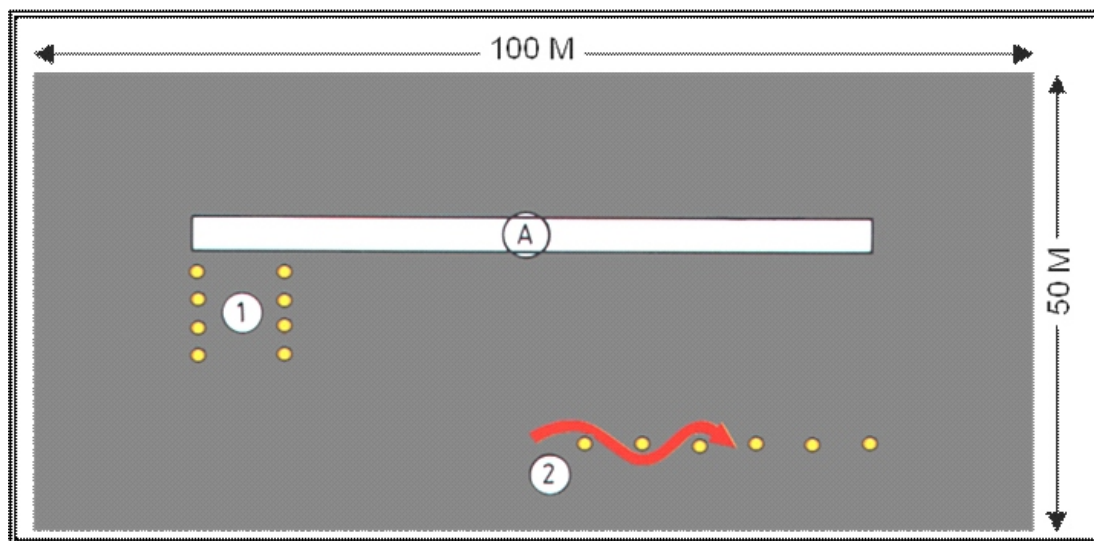
5.0 BASIC VEHICLE CONTROL

Contents

- 5.1 Starting, moving forward and Stopping
- 5.2 Driving Forwards, Turning Left and Right
- 5.3 Combined Driving, Forwards and Reverse
- 5.4 Reverse Driving and Turning
- 5.5 Forward and Reverse Zigzag Driving
- 5.6 Parking at Kerb
- 5.7 Driving in Second Gear including Left Turns and firm Quick Braking (emergency stopping)
- 5.8 Turning on the Road and Turning by Forward and Reverse Driving
- 5.9 Parking in different types of Parking Spaces

5.1 Starting, moving forward and Stopping

Ideally, these exercises should be carried out in designated “on Site Training Grounds” which should, as a minimum, contain an area of 100 m x 50 m with; A marked Road strip of 30 x 2 meters, simulating the road edge and, equipped with; Cones, simulating a designated parking space of 6 x 3 meters Cones for, forwards and reverse zigzag driving However, till the time Training Grounds are established, such training may be carried out, with caution, on low traffic road and streets and parking grounds.



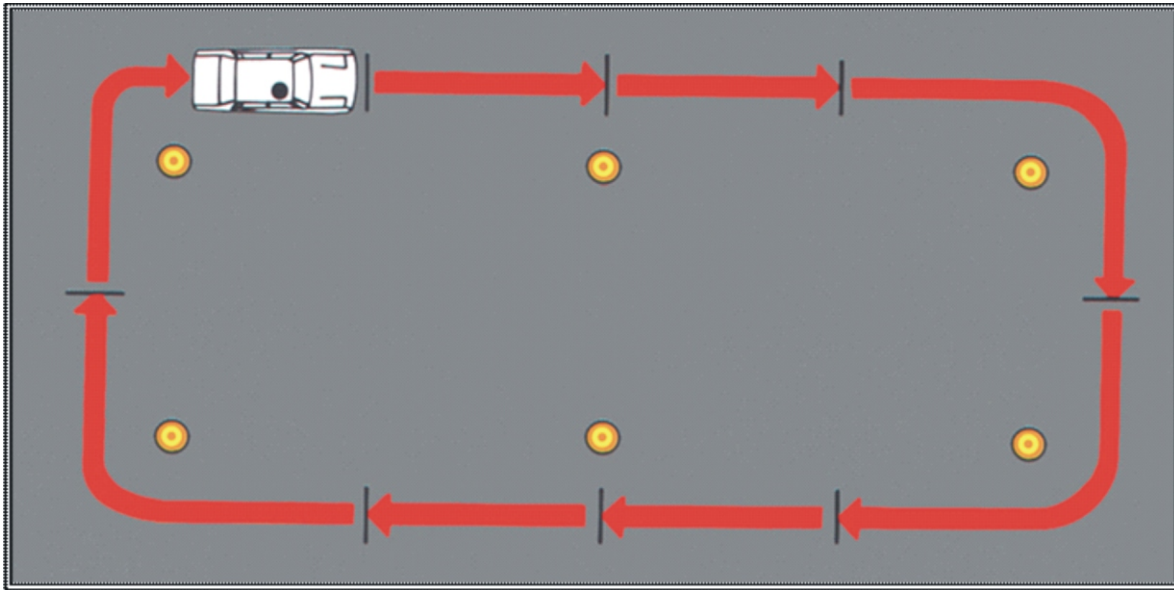
Picture 35 – Area for On Site Training

Steps

Exercise 1;

- Check that the park brake is applied (apply clutch then shift gear to neutral position)
- Shift the gear to neutral position
- Start engine by operating correctly the steering wheel lock, ignition switch and the starter; and keep the engine running at idle speed
- Press the clutch pedal and change from neutral to first gear (or to drive position in cars with automatic transmission)

- Take the clutch to the balance position and release the parking brake along with the rest of the clutch
- Press the accelerator slightly and release the clutch slowly in cars with manual gears
- Look ahead, to the sides, to the rear and over your shoulder for possible hindrances
- Move off smoothly, drive a short distance forward
- Brake smoothly and stop by pressing the brake pedal down gently and then the clutch pedal down and shift into neutral gear (shift the gear lever to park position in car with automatic transmission)
- Apply parking brakes and shift gear lever to neutral position



Picture 36 – Exercise 1 – Operate correctly the manoeuvring equipment of the car

Key points

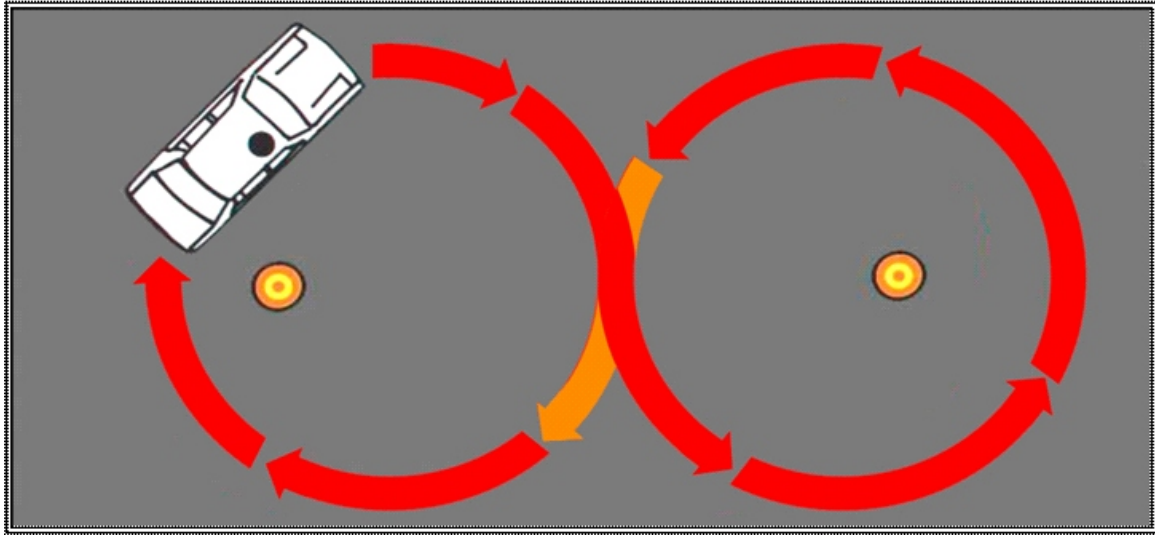
- If the car jumps, press the clutch immediately and try again for a smooth start.
- Look forward ahead of the car to avoid zigzag driving.
- Avoid looking at your hands and feet.
- Always observe the road situation and decide what to do and how to do it before you act or carry out the manoeuvres.
- This routine will be even more important when you drive on roads with heavy traffic.

5.2 Driving Forward, Turning Left and Right

Steps

Exercise 2;

- Hold the steering wheel with the thumbs inside the rim and at a hand position corresponding to a quarter to three or ten to two on a clock face
- Drive the whole way round the training area, firstly with left turns at the corners and later right turns in a smooth way

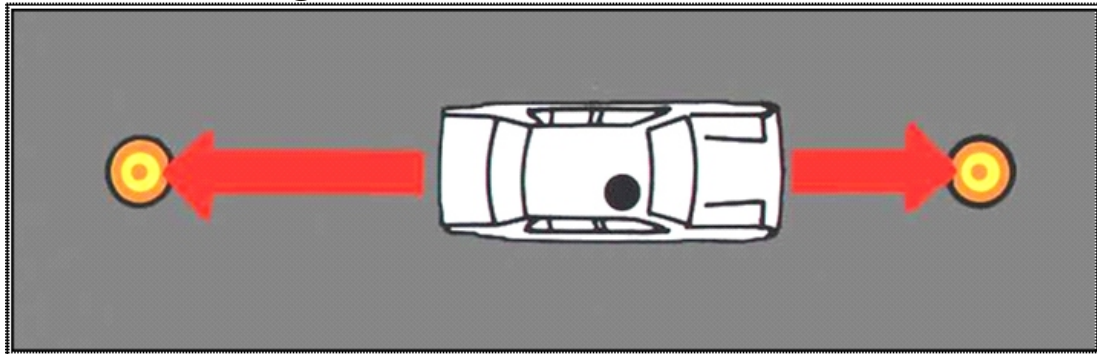


Picture 37 – Exercise 2 – Use the steering wheel correctly to keep the car on correct course

Key points

- Do not cross your hands, and do not take them away from the wheel.
- Perform the exercises in a low gear and at slow speed.
- You can control the speed by using the clutch pedal and by a constant and light pressure on the accelerator and adjusting if required with the clutch in car with manual transmission.

5.3 Combined Driving, Forward and Reverse



Picture 38 – Exercise 3 - Operate the pedals precisely, drive in reverse direction and make proper judgement of the length of the car

Steps

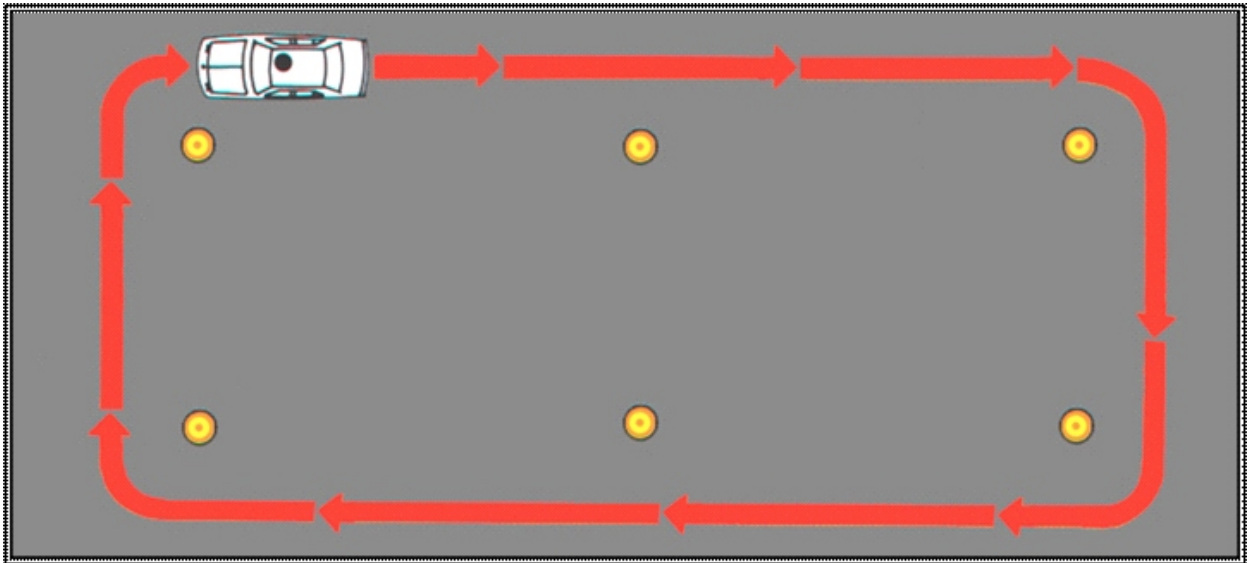
Exercise 3;

- Stop precisely and smoothly at markings while driving forward
- Apply the parking brake
- Shift the gear to neutral position
- Shift to reverse gear, change driving direction for reverse driving with effective observation through the rear window and the right hand on top of the steering wheel
- Stop precisely and smoothly at markings while reverse driving
- In case of automatic transmission depress the brake pedal when selecting gears

Key points

- Look far behind the car when reversing to avoid zigzag driving.

5.4 Reverse Driving and Turning



Picture 39 – Exercise 4 - Learn reverse driving on straight course and by right and left turns around the corners of the training area

Steps

Exercise 4;

- Drive reverse in straight course at a constant speed for about 30 meters while observing through the rear windscreen and rear view mirrors
- Drive reverse through left turns around corners fairly precise observing through the left side mirror and rear side windscreen
- Drive reverse through right turns around corners fairly precise and observe through the right side mirror, rear windscreen and physically checking through right hand side glass before reversing
- Straighten out quickly enough to make the course straight again.

Key points

- Keep the vehicle close to the kerb. Look in the direction of driving and steer at the same time.

5.5 Forward and Reverse Zigzag Driving

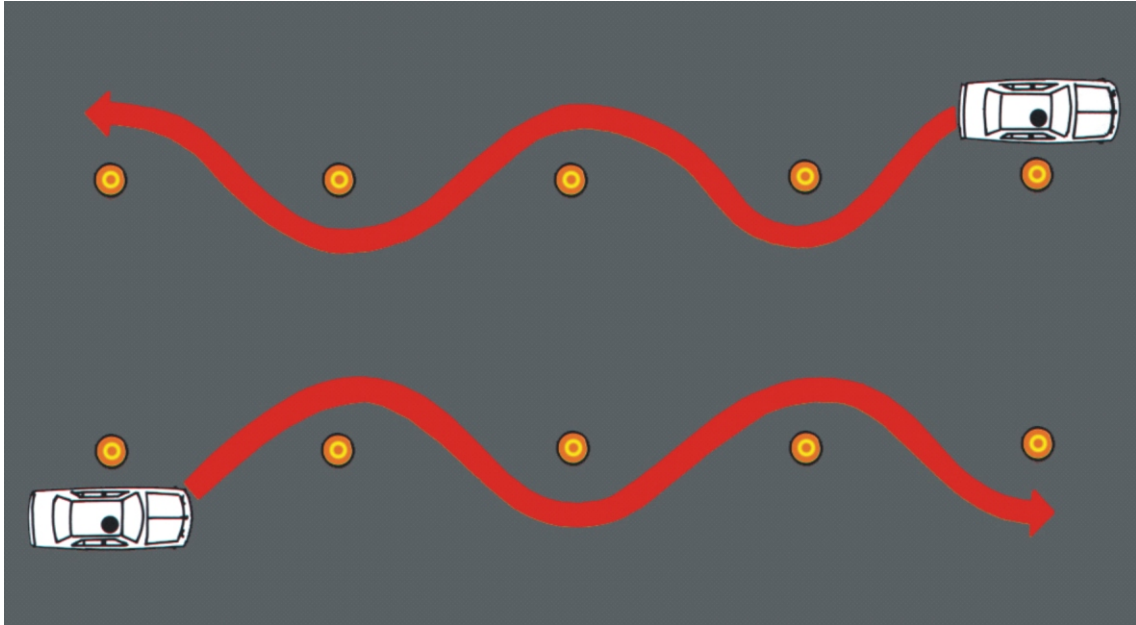
Steps

Exercise 5;

- Drive forward, zigzag in first gear in between 5-6 cones at ten meter distances, without stopping and correcting the course
- Drive zigzag reverse as above

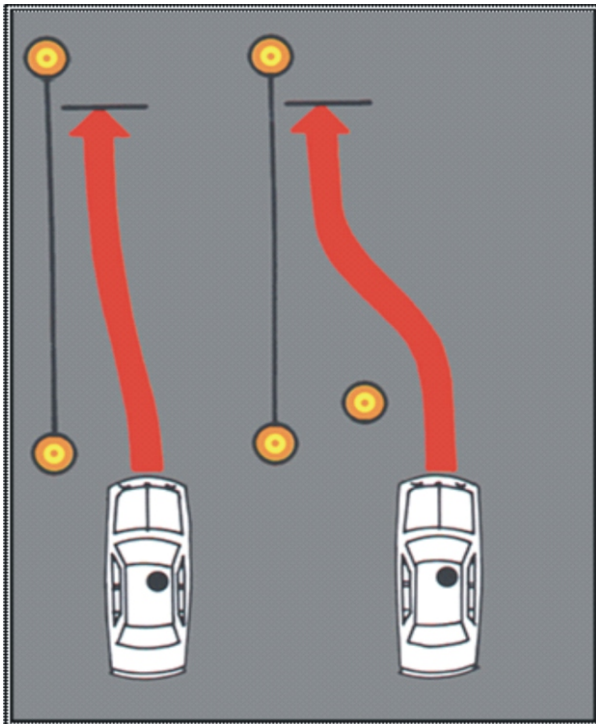
Key points

- Do not turn the steering wheel until your rear wheels are next to the cone.
- As soon as the rear wheels cross the invisible line between the cones, return the steering wheel to the straight position.
- When the rear wheels pass a new cone turn the steering wheel again, and so on until you have passed all the cones.



Picture 40 – Exercise 5 - Refine the co-ordination of speed and steering

5.6 Parking at Kerb



Parking forwards along roadside or kerb, into a parking space marked by cones at 15 x 2 meter, having judged correctly;

- the width of the car
- the position of the wheels
- the longitudinal direction of the car in relation to the roadside or kerb

Steps

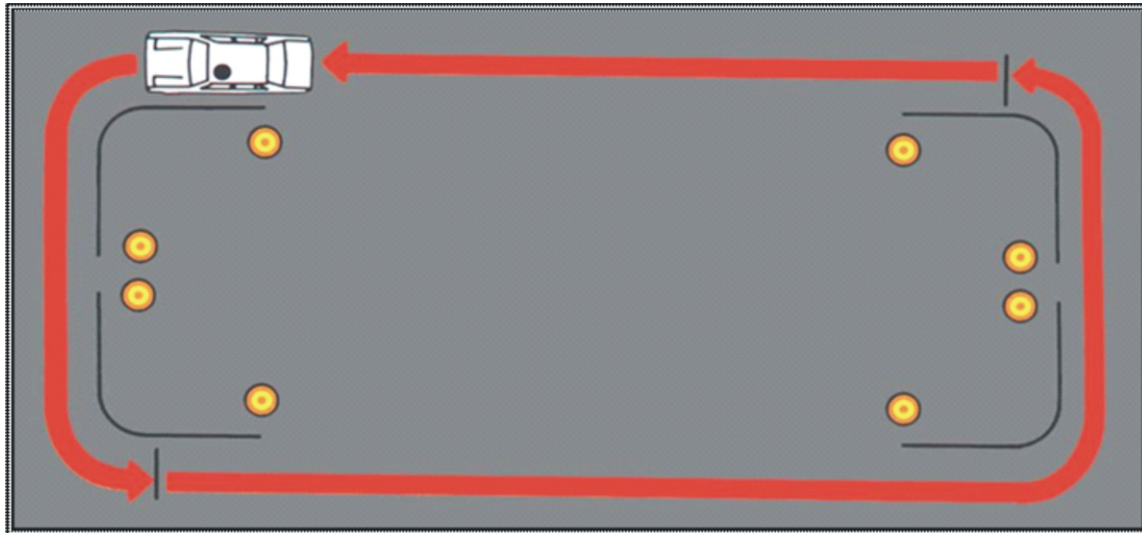
Exercise 6;

- Drive forwards and park at a marked kerb, to the left, with restricted space, and so that the left pair of wheels are maximum 20 centimetres from the kerb and the car positioned parallel to the kerb

Picture 41 – Exercise 6 – Parking forwards at Roadside or Kerb

5.7 Driving in Second Gear including Left Turns and Firm, Quick Braking

Make smooth shift into second gear (in cars with manual gears) and execute left turns around corners with constant speed. Also you must perform optimal braking without locking the wheel or stalling the engine.



Picture 42 – Exercise 7, driving in low gear turning left and quick braking

Steps

Exercise 7:

- Accelerate smoothly to 30 km per hour and shift into second gear (in cars with manual gears)
- Keep a constant speed and correct course
- Drive through one corner
- Turn left in second gear around corners, at first reasonably close to marked kerb, later with the left rear wheel kept at a maximum of 30 cm from kerb throughout the turn
- Drive as safe and fast as possible on the training area and stop at the shortest possible braking distance without locking the wheels or stalling the engine

Key points

- Carry out the manoeuvre with full control without locking the wheels.

5.8 Turning on the road by using Forward and Reverse Gears

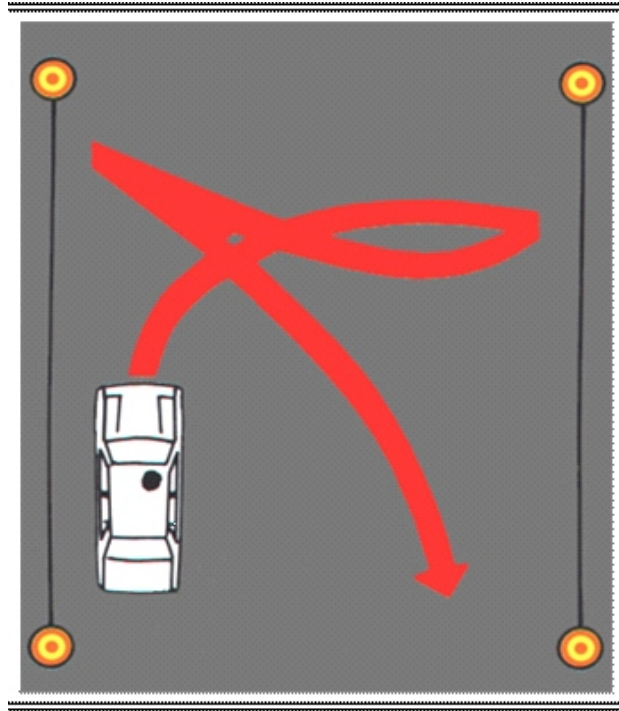
Steps

Exercise 8;

- Turn the car by driving forwards and reversing in a 10 meter wide lane; later in a 7 meter wide lane

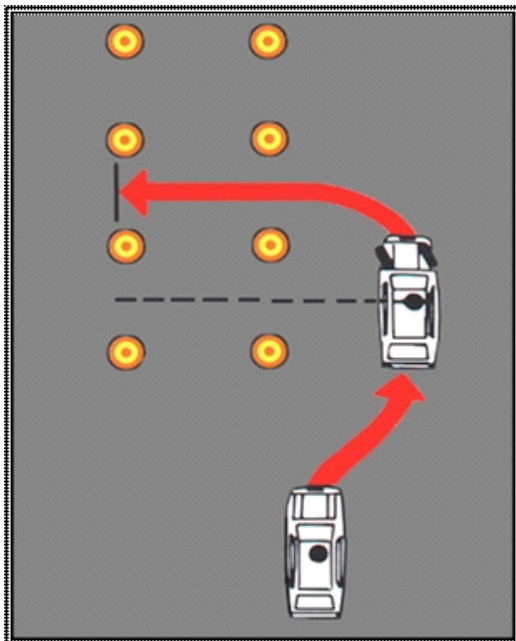
Key points

- Slow speed and precise use of the steering wheel and gears are important to master this manoeuvre.

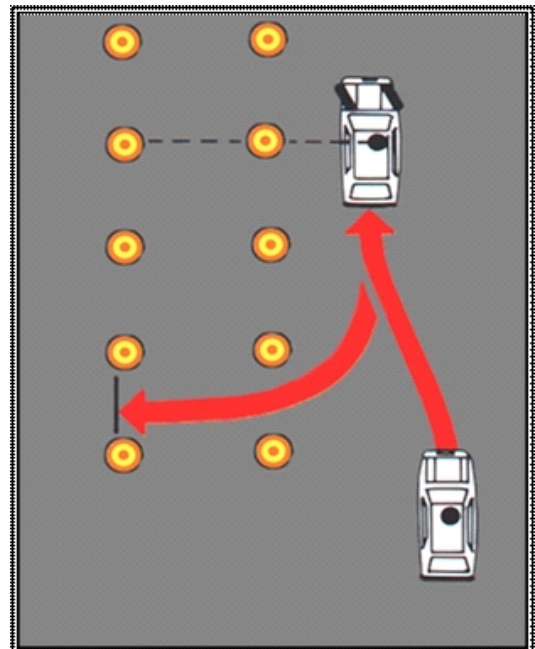


Picture 43 – Exercise 8 – Turning on the road

5.9 Parking in different types of Parking Spaces



Picture 44 – Exercise 9 –
Perpendicular Parking



Picture 45 – Exercise 10 –
Reverse Parking

Perform different parking manoeuvres.

Steps

Exercise 9;

- Perpendicular parking by driving forwards in a marked parking space, 7 x 2.5 meter

Key points

- Make your turn as wide as possible and drive slowly into position in one operation.

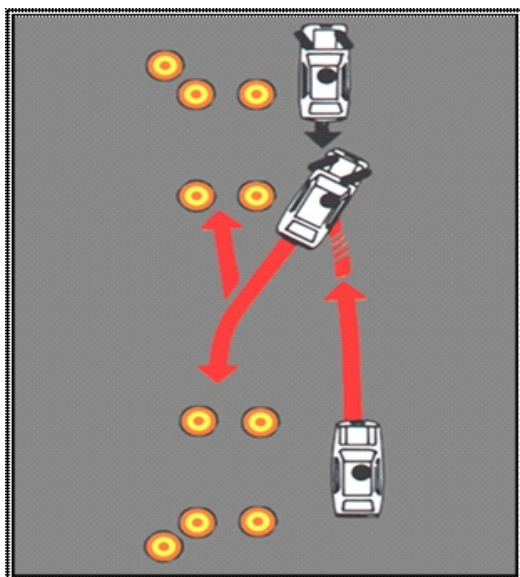
Steps

Exercise 10;

- Reverse parking at a kerb in a marked parking meter space, 7 x 2.5 meter

Key points

- Continue past the next parking place.
- Stop, and make the reverse turn as wide as possible.



When your driver's seat is to the side of the rear end of the parking place in front of you;

- turn the wheel slowly to the right
- move into the parking place
- gradually return the steering wheel to the central position.
- continue slowly forwards until your car is parked nicely in the space and close to the kerb.

Picture 46 – Exercise 11 – Parallel Parking

Steps

Exercise 11;

- Parallel parking at a kerb in a marked parking space, 8 x 2 meters.
- Left pair of wheels maximum 30 cm from the kerb

Key points

- Continue forwards until you are beside the parking place in front of the one you are about to enter into.
- Stop and start reversing while turning the wheels to the left, so that the rear of the car is pointing into the middle of the rear end of the parking place you are about to enter.

Summary

Good driver behaviour is to:

- Pay attention to other traffic in all manoeuvres to be undertaken

6.0 DRIVING ON THE ROAD

Contents

- 6.1 Traffic Regulations, Traffic Signs and Road Markings
- 6.2 Basic Rules of the Road
- 6.3 Driver's Code
- 6.4 Twenty-six Driving Manoeuvres on the Road
- 6.5 Vulnerable Road Users
- 6.6 Heavy Vehicles, Motorcycles and Mopeds
- 6.7 Common Traffic Situations
- 6.8 Environmental Friendly and Defensive Driving

The general goal of this chapter is to teach you how to perform the most common manoeuvres in traffic by **Observing**, **Deciding** and **Acting** in a systematic and skilled manner.

6.1 Traffic Regulations, Traffic Signs and Road Markings

Before starting the training exercises on the road, it is necessary to have a closer look at the road and its environment.

The purpose of the traffic regulations, traffic signs and road markings is to provide information which contribute and improve Traffic Safety and smooth flow of traffic.

Pictures 47 to 91 below, show some examples of road signs, road markings and traffic light signals



Picture 47 – The first Traffic Sign is informing you to keep left



Picture 48 – Traffic Sign, double winding road



*Picture 49 – Road markings indicate:
Driver must stop immediately behind the
continuous line at pedestrian crossing*



*Picture 50 – Red traffic signal lights
mean stop and wait behind stop line*

The following are Traffic Signals:

STOP



*Picture 51 -Traffic approaching
from the front*



*Picture 52 -Warning Signal
closing the traffic*



*Picture 53 - Traffic approaching
both from front and behind*

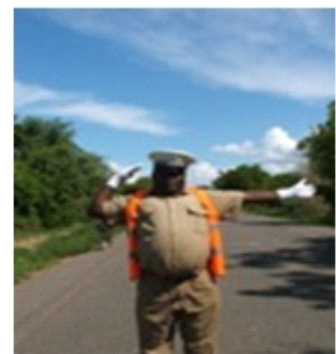
BECKONING TRAFFIC ON



*Picture 54 -To bring on
vehicles from the right*

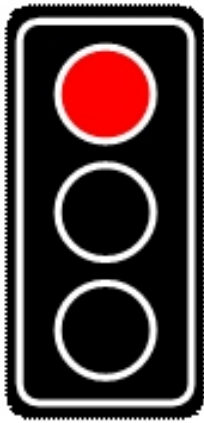


*Picture 55 -To bring on
vehicles from the front*

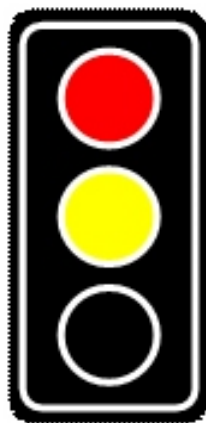


*Picture 56 -To bring on
vehicles from the left*

The following are the Traffic Light Signals according to The Highway Code:



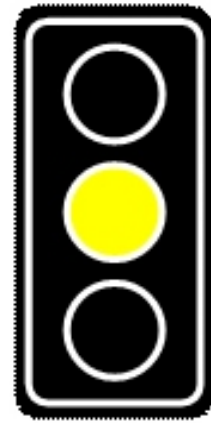
Picture 57 –
Stop



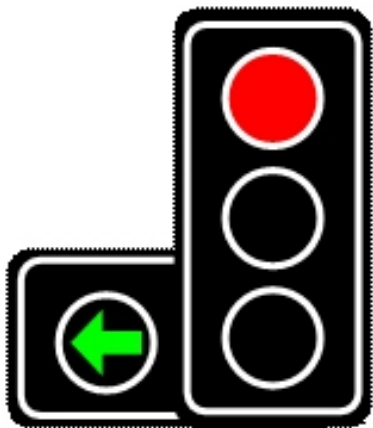
Picture 58 –
Stop – get ready



Picture 59 –
*You may proceed
in all directions if it is safe
to do so*



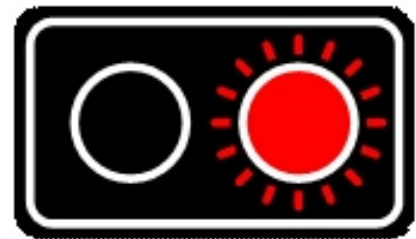
Picture 60 –
*Prepare to stop –
change to red
about to occur*



Picture 61 –
*Proceed only in the direction
of the arrow. If it is safe
to do so*



Picture 62 –
*Junction temporarily
not controlled by Traffic
Lights. Observe road rules
as to a normal junction*



Picture 63 –
*Stop when flashing red
at railway crossings,
fire stations etc..*

The **Traffic Signs** are divided into the following groups

1) **Danger warning signs**

Four examples of danger warning signs are shown below:



Picture 64 –
Sharp curve
(to left)



Picture 65 –
Sharp curve
(to right)



Picture 66 –
Combined curves
(first to left)



Picture 67 –
Combined curves
(first to right)

Danger warning signs provide advance warning of hazards ahead where drivers must take special care and reduce speed in order to be prepared.

2) Regulatory Signs

2.1) Priority Signs

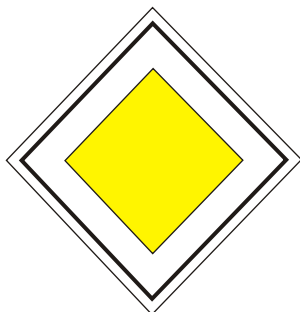
Examples of Priority Signs:



Picture 68 – Give Way



Picture 69 – Stop



*Picture 70 –
Right of way*



*Picture 71 –
End of Priority*



*Picture 72 – Priority
for Oncoming Traffic*

These signs show that special priority rules apply.

2.2) Prohibitory Signs

Three examples of prohibitory signs are shown below:



Picture 73 – Overtaking prohibited

Prohibitory signs tell you that certain vehicles or certain ways of driving are forbidden.

2.3) Restrictive Signs

Three examples of restrictive signs are shown below:



*Picture 74 –
Width Limit*



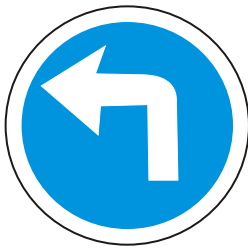
*Picture 75 –
Height Limit*



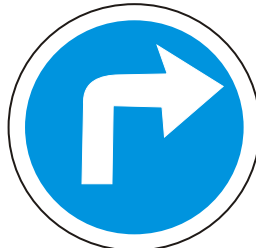
*Picture 76 –
Weight Limit*

2.4) Mandatory signs

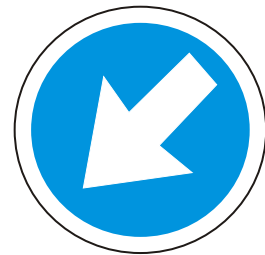
Three examples of mandatory signs are shown below:



*Picture 77 –
Turn Left ahead*



*Picture 78 –
Turn Right ahead*



Picture 79 – Keep Left

These signs tell you which direction to drive in, how to use the lanes.

3. Informative signs

Three examples of informative signs are shown below:



*Picture 80 –
Pedestrian Crossing*



Pictures 81 – Airport



Picture 82 – Hospital

Road Surface Markings

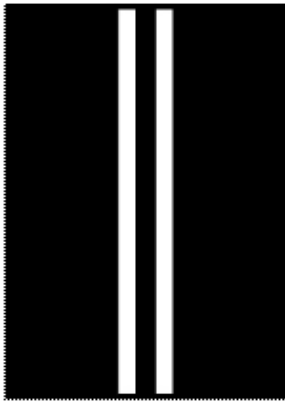
Below are examples of common road surface markings:



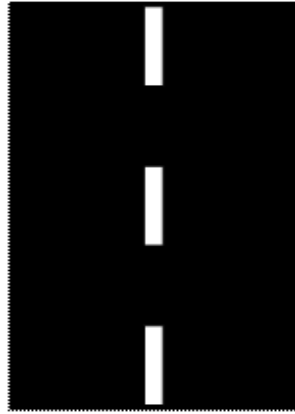
Picture 83 – Stop Line



Picture 84 – Give Way Line



Picture 85 – Longitudinal Line prohibiting crossing From any side



Picture 86 – Centre Line Marking- You may cross to the other lane if it is safe to do so



Picture 87 –Broken Centre Line and Continuous White Line- No vehicle must cross the centre of the road from the lane with a continuous centre line on its immediate right



Picture 88 – Compulsory Left Turn



Picture 89 – Compulsory Right Turn

Speed limits

Speed limits are imposed for reasons of safety. The general restrictions placed on motor vehicles are;

- Within urban areas 50 km per hour
- Outside urban areas 80 km per hour



Picture 90 - Speed Limit



Picture 91 - End of Speed Limit

Key points

- The maximum speed limit permitted does not always mean safe speed.
- Adjust your speed to prevailing conditions.

6.2 Basic Rules of the Road

A good driver should be Careful, Cautious, Courteous and Considerate on the road. These four C's state the basic rules of the road.

A careful and cautious driver notices all the important details in front of, to the sides and behind the car. The driver then, informs other road users by correct signals and signs, selects proper speed and positions the vehicle in the proper area on the road.

A courteous driver shows proper consideration to children, school-crossing patrols, elderly, blind and other people with disability.



Picture 92 - People with disability

It is the obligation of everybody to do whatever they can to help and alleviate the situation when an accident has occurred and people have been injured or killed.

Police vehicles, high way authority vehicles, ambulances and fire trucks on emergency, display flashing lights and or sound their sirens.

All road users must make way for such emergency vehicles as quickly as possible; and clear the way for the emergency vehicle. It is an offence not to do so.

When all the drivers stop at the roadside or kerb, the traffic will freeze, making the way clear for some distance ahead of the emergency vehicle.

When the driver follows the basic rules of the road traffic will be more humane

6.3 The Driver's Code

The Driver's Code (**Observe, Decide and Act**) is a much extensively improved system than Mirror-Signal Manoeuvre system which until now has been prevailing.

In Malawi most traffic accidents occur due to:

- Failure to observe road signs

- Excessive speed under the circumstances
- Lack of attention
- Erratic reaction in an emergency situation

Driving tasks are complex and demand 100% attention by the driver

In order to perform manoeuvres on the road in a systematic manner, it is recommended that you follow these procedures:

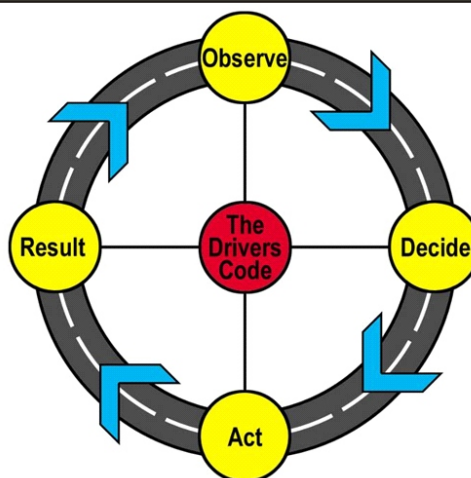
- **Observe** (good looking habits in order to correctly identify and perceive important information)
- **Decide** (assess risks, predict what will happen next and decide what to do)
- **Act** accordingly (execute correct signaling, proper speed adjustment and positioning)



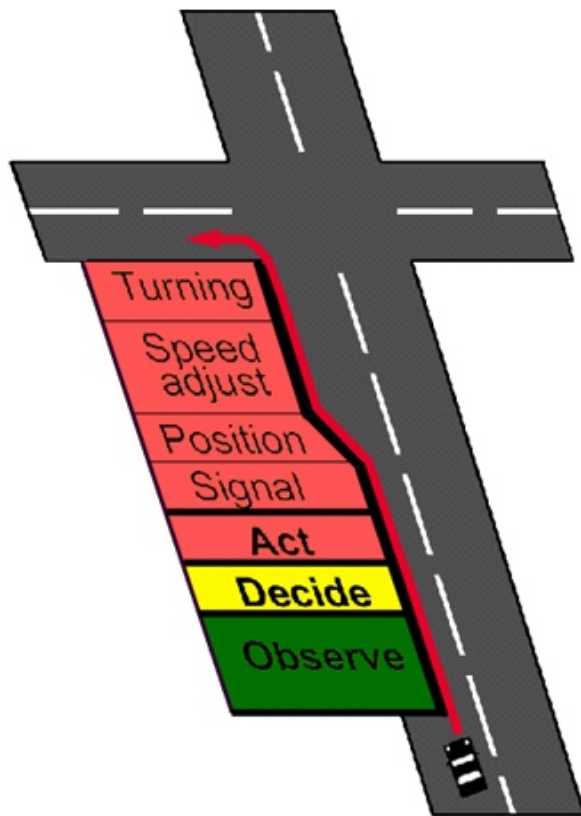
Picture 93 – The driver has to make observations, make decisions and execute appropriate actions to negotiate with the situation on the road

Observe and decide are the mental parts, and act is the obvious behavioural part in the Driving Process.

The Drivers Code is the cornerstone in the process of driving



Picture 94 – The Good Performance Circle in the Driving Process
Utilising the Driver's Code in the Driving Process



Picture 95 – Example of applying the Driver's Code whilst approaching an intersection for a left turn

6.4 Major Driving Manoeuvres on the Road

6.4.1 Moving Off, Driving Ahead

Steps

Observe and Decide:

- Look ahead before moving off
- Use mirrors, side and rear, for observing other road users from behind and obstacles
- Check blind angles by turning the head looking over the shoulder
- Assess whether the gap in the traffic flow is enough to move off without inconvenience to other road users
- Assess road traction and your own acceleration power

Act:

- Signal well before moving off by using direction indicator lights and hand signals
- Move off smoothly without jerks and stalling the engine
- Accelerate sufficiently quick so that vehicles coming from behind do not need to reduce their speed or change their position
- Cancel signals as soon as the manoeuvre is finished



Picture 96 – A car moves off with right signals blinking and the driver looks over the right shoulder to check for other traffic from behind before moving off

Key points

- Perform the process of **Observing, Deciding and Acting** in a systematic manner and in your own pace.
- Wait until you are sure you can perform the manoeuvres without inconvenience to other traffic.

6.4.2 Stopping at the Road Edge



Picture 97 – Communicate your intentions by signalling to the left

Steps

Observe and Decide:

- Using mirrors and turning your head – look out for vehicles coming from behind and obstacles positioned between your car and the road edge
- Assess the risks with the intended manoeuvre

Act:

- Communicate your intentions to the other road users by signalling, positioning to the left, adjusting the speed – then turn to the left and stop smoothly.

Key point

- After Observing and Deciding, before Acting, communicate your intentions clearly to other road users.

6.4.3 Proper Positioning when Driving



Picture 98 –Vehicle Positioning on the road includes a correct distance to vehicles ahead, to the edge of the road, and to other road users beside you and driving in the correct lane

Correct positioning of the vehicle is a very important driver behaviour since all road users on the road have to share the available space. The vehicle's position also communicates information to other road users about your intended manoeuvres

Steps

Observe and Decide:

- Systematically, practice the rules of Observation of other road users, obstacles, potential obstacles, road signs, road markings and the road design

Act:

- Drive on the carriageway, never on sidewalk or the shoulder
- Keep as near to the left as practicable, unless you are about to overtake or turn to the right
- Give enough room for pedestrians and cyclist when passing them (lateral safety distance)
- Keep within lane markings
- Keep as much to the left as possible on narrow road sections, when approaching the crest of a hill or a sharp bend with reduced vision (an approaching vehicle, hidden behind the crest or bend, might be in an overtaking position thus, being positioned far to the right)
- Perform steering movements smoothly
- Reduce the amount of steering corrections with increased speed

Key points

- Avoid looking at the road immediately in front of the vehicle.
- Continuous scanning from close to far ahead will make it easier to obtain a steady course and correct positioning.
- Make use of the visual guidance provided by means of road markings to stabilize steering when driving through bends.

6.4.4 Choice of Speed when Driving

Many serious accidents are caused by excessive speed. Adjusting your speed in accordance to prevailing conditions is essential for safe driving.

Furthermore, it is not recommended to drive too slowly, where the prevailing conditions require otherwise, as this can disturb a safe and efficient traffic rhythm and can provoke unnecessary overtaking. The rule is that you adjust the speed according to circumstances, so that you are always able to stop to prevent an accident.

Steps**Observe and Decide:**

- Systematically, practice the rules of observation of other road users, obstacles, potential obstacles, road signs, road markings and the road design

Act:

- Accelerate to a safe and legal speed while smoothly shifting to higher gears
- Keep speed fairly constant by moderate use of accelerator
- Adapt speed to maintain full control of the vehicle

Key point

- Always have in mind that traffic conditions are changing all the time and that new things turn up which you continuously must take into consideration.

6.4.5 Driving on Hills

In many parts of the country you must be prepared to drive on hilly roads.

Steps**Observe and Decide:**

- Look as far ahead as possible to get a good overview of the road and prevailing conditions close to the road
- Assess if the condition of the road surface and weather might reduce the friction
- Check if there are slower vehicles and obstacles ahead

Act:

- Adjust speed whilst going uphill
- Choose appropriate gear when driving downhill to use the engine compression in braking
- Keep fairly constant downhill speed by releasing the accelerator pedal, by shift into

- lower gear, if required, or by braking gently at intervals
- Avoid continuous braking for too long



Picture 99 and 100 – Adjust your speed and positioning when driving on hilly roads (Steep descent & Accents)

Key points

- Correct speed and proper positioning is important before the hilltop.
- Be prepared to meet oncoming traffic and obstacles after the hilltop.

6.4.6 Driving through Bends



Picture 101 – Left Bend



Picture 102 – Sharp Right Bend

You have to negotiate with bends to the left as well as to the right.

Steps

Observe and Decide:

- Look far ahead and assess the sharpness of the bend and the prevailing road conditions

Act:

- Choose appropriate gear and adjust speed according to the sharpness of the bend

- Drive through the bend at constant speed without increasing speed or braking
- Accelerate gently at the end of the bend to stabilise course and steering

Key points

- Reduce your speed before the bend. Be prepared to meet with oncoming traffic and obstacles behind the bend.
- Avoid braking and steering at the same time, for maximum road grip in order to keep the vehicle on the road throughout the bend.
- Look far ahead when coming out of the bend.

6.4.7 Approaching Railway Crossings



Picture 103 – Train passing a railway crossing



Picture 104 – Vehicle approaching a railway crossing

Railway crossing accidents are normally very serious accidents. When crossing, never forget that the train driver can not possibly stop the train within a short distance.

It is entirely up to you as a vehicle driver to make sure to cross railway crossings safely.

Steps

Observe and Decide:

- Observe bars, flashlights, gates and signs indicating a railway crossing with oncoming train
- If the railway crossing are not equipped with bars, flashlights or signals, approach cautiously and look out for a possible oncoming train

Act:

- Slow down before the crossing
- When applicable, stop at the stop line, or at least 5 meters before the traffic sign or signal
- If the railway crossing is not equipped with bars, flashlights, signals or stop line, stop with enough safety distance before the railway track.

Key points

- Do not attempt to cross if you see, hear or receive any warning that a train is approaching. Do not overtake on or just before the crossing
- When it is dark, stop and observe, so you can see the lights of a possible oncoming train.

6.4.8 Lane Discipline



Picture 105 - Vehicles correctly positioned in lanes

Lane shift is necessary for efficient capacity and smooth traffic flow. Lane shifting is also a necessity when preparing for overtaking and turning on roads with multiple lanes. Shifting lane could be a surprise manoeuvre to other road users unless you prepare and perform the manoeuvre properly.

Steps

Observe and Decide:

- Look out for vehicles coming from behind in your lane, vehicles coming from ahead and vehicles positioned close behind you in the lane you want to move into
- Assess if speed and distance provides for safe lane shift without forcing other road users to reduce their speeds or make an avoiding manoeuvre.

Act:

- Signal well before shifting lane
- Perform the lane shift as quickly as possible
- Cancel signaling as soon as the manoeuvre is finished
- Adjust your speed and position to other traffic in the lane

Key points

- Check road markings to make sure that lane shift is permitted and observe good lane discipline.
- Be alert and observant and communicate well your intentions to other road users.

6.4.9 Passing Stationary Vehicles, Pedestrians etc.



Picture 106 – Driving on crowded road in a town

The roads and streets are often a mix of motor vehicles, motorcyclists, pedal cyclists, pedestrians and animals. Passing stationary vehicles, pedestrians and obstacles is a manoeuvre you have to master.

Remember that roads are made for all road users and not for vehicles only and, we all have to safely share the available space.

Steps

Observe and Decide:

- Keep a close look and assess your speed and position and, the need for signalling

Act:

- Reduce speed
- Pull out enough to the right to provide a safe lateral distance when approaching stationary vehicles, pedestrians and obstacles
- Give warning signals

- Keep enough lateral safety margins to pedestrians and bicyclist throughout the passage
- Keep appropriate lateral distance while passing stationary obstacles
- After passage safely return to the left position

The horn may be used to prevent hazards, but do not use the horn without a purpose. Misuse of the horn will eventually void its warning effect and also, it may frighten other road users thus causing dangerous situations.

Key points

- Focus on obstacles and think of such potential obstacles that might be hazardous.
- Be considerate to unprotected road users like pedestrians, cyclists and in particular to children, elderly people and disabled persons.
- Get the big picture, which is the recipe for safeguarding these manoeuvres.

6.4.10 Approaching Oncoming Traffic



Picture 107 – Oncoming traffic

Meeting oncoming traffic is always a potential hazard involving high accident risks. Crossing the centreline of the road always increases the risk through infringement of the path of oncoming traffic and should be avoided in normal driving.

Steps

Observe and Decide:

- Observe and assess possible obstacles, prevailing traffic conditions, traffic signs, road markings, signals
- Observe and assess the speed and position of your own vehicle
- Observe and assess the speed of, distance to, and position of, oncoming traffic

Act:

- Adjust, if necessary, your speed before meeting oncoming traffic
- Keep well to the left before the meeting point and maintain full control of your vehicle during the meeting process
- Give space to pedestrians, cyclists and obstacles at the edge of the road
- Stay behind pedestrians or cyclists on narrow roads until oncoming vehicles have passed, if necessary
- Stop and give way to oncoming traffic if you can not provide enough lateral safety distance to e.g. pedestrians or, if your half of the road is blocked (e.g. by road works).

Key points

- The oncoming vehicles will normally approach sooner than expected because you judge the distance being greater and the speed slower than what they actually are.
- Allow yourself plenty of safety margins.

6.4.11 Driving Ahead of, or Behind other Vehicles

Picture 108 – Proper following distance

You are seldom alone on the road. Therefore you must learn how to negotiate with vehicles ahead or behind. Studies show that rear end collisions often occur because the driver behind fails to observe proper following distance.

6.4.12 Driving Ahead of other Vehicles

Picture 109 – Poor following distance

Steps**Observe and Decide:**

- Observe road, traffic, and weather conditions
- Assess the possible intention of the driver behind to overtake.

Act:

- Use the mirror regularly to judge speed and distance to the vehicle behind
- Check that your own speed is safely adapted to the speed of the traffic flow and prevailing conditions
- Keep as far to the left as possible and slow down, if necessary, in order to ease possible overtaking by vehicles coming from behind.
- Always look into the interior rear mirror before applying the brakes in order to avoid rear end collisions.

Key points

- Avoid sudden reduction of speed or braking when a vehicle is close behind.
- Signal in good time with the braking lights to inform drivers behind of your intentions to stop or reduce the speed.

6.4.13 Driving Behind other Vehicles

Steps**Observe and Decide:**

Picture 110 – Driving behind other vehicles

- Observe road, traffic and weather conditions
- Assess whether the distance to the vehicles in front of you is enough for you to react and brake if the vehicle ahead comes to a sudden stop
- Look out for overtaking vehicles pulling in too closely.

Act:

- Keep a safe distance to the vehicle ahead, enough to stop safely, if necessary
- Keep enough distance to vehicles in front in order to provide necessary space for other drivers shifting lane

Key points

- Keep your eyes scanning from far to close ahead not only concentrating on the vehicle immediately in front of you.
- Driving too close restricts your vision ahead and increases the risk for rear end collisions.

6.4.14 Overtaking



Picture 111 – Such overtaking can be dangerous

Many serious accidents occur due to wrong manoeuvres in the process of overtaking. First of all you must ask yourself if overtaking is necessary. If the answer is yes, you must make sure that overtaking can be made safely.

Overtaking is entirely your own responsibility!!

Steps

Observe and Decide:

- Look out for oncoming traffic
- Look out for possible overtaking from vehicles coming from behind
- Look for the possibility that the driver ahead is inattentive, has a swaying course, is passing obstacles, intend to overtake or, stop or turn
- Check if there are other vehicles ahead which are following close to each other
- Assess correctly the required time and distance to overtake and return to the left and cancel the overtaking
- Assess the acceleration power of your own car, road conditions and the surroundings to make sure that safe overtaking is possible.

Act:

- Choose the suitable gear to obtain quick acceleration
- Check the interior rear mirror and outside right mirror and the blind spots by turning your head
- Signal well in advance/ in good time
- Keep safe distance to the vehicle ahead
- Carry out the overtaking as fast as possible and stay in the overtaking lane until overtaken vehicle is visible in the interior mirror, and then, immediately, indicate left and then return

Key points

- ❑ Do not overtake if you are in doubt.
- ❑ Pull out to the right, if necessary, to improve the view ahead before deciding whether to proceed with the overtaking.
- ❑ The road ahead must be wide and straight enough for safe overtaking.
- ❑ Immediately discontinue the overtaking, if necessary, to prevent a dangerous situation.
- ❑ Never use the road shoulder to overtake.
- ❑ Do not spontaneously follow other overtaking vehicles ahead of you, without critically assessing the possibility to overtake safely on your own conditions.
- ❑ Do not overtake more than one vehicle at once.

6.4.15 Approaching Junctions

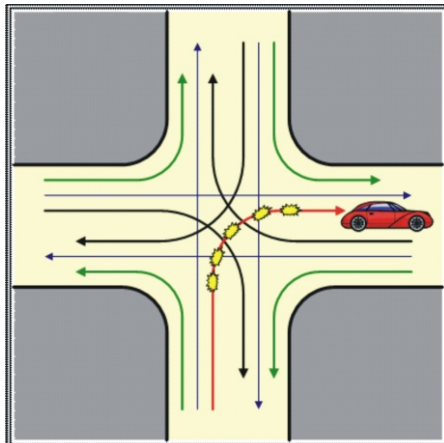


Pictures 112 and 113 – Vehicles positioned at Junctions

At Intersections there is concentration of various traffic movements and activities:

- Oncoming vehicles
- Crossing vehicles
- Vehicles in the lanes to the right or to the left of you
- Pedestrians on the pedestrian crossings (and elsewhere too)
- Environmental disturbances

Where two or more roads intersect, there is always an increased risk of accidents occurring.



Pictures 114 – Potential Conflict-points with vehicular traffic making a Right Turn in a 4-leg junction

Conflict-Points in Junctions

You have to consider that in a junction, the number of “**Conflict-points**” is increasing drastically compared to on a straight road section. You have to **Observe** these “**Conflict-points**” and **Decide** and **Act** accordingly.

As an example; making a right turn, being the most dangerous manoeuvre, through a 4-leg junctions, there are eight potential and serious “**Conflict-points**” to consider.

The potential **Conflict-points** above are those involving vehicular traffic only and additional **Conflict-points** arising from pedestrian crossings etc. must also be considered.

Steps

Firstly, before entering the junction, slow down in order to provide sufficient time for correct observations and decisions.

Observe and Decide:

- Assess potential Conflict-points
- Assess sight conditions at the junction
- Assess the position and the speed of drivers ahead
- Assess the behaviour of drivers in the lane to the right or left
- Assess the behaviour of the pedestrians at corners
- Assess oncoming traffic, signs, markings, signals, traffic regulations and the environment
- Get the overall picture

Act:

Two way roads

- Shift to the correct lane according to your intended manoeuvre (turning right, left or going straight ahead)
- On roads with multiple lanes in the same direction, shift to the extreme left lane before left turn, the lane nearest to the centre of the road before right turn, and the left lane or, middle lane if applicable, before continuing straight ahead
- If there are no road markings, pull as far to the left as possible before left turn, and, before right turn, pull close to the centre of the road, leaving enough space for oncoming traffic and when going straight ahead, keep your left position.

On one-way roads

- Pull to the right side of the road before right turn
- Pull to the left side of the road before a left turn
- Keep normal left position before driving straight ahead

Key points

- Driving too fast makes it impossible to efficiently observe and decide.
- Always look for pedestrians crossing the road, and for potential obstacles. Check for bicyclists and motor cyclists.

- Correct speed and positioning according to the intended manoeuvre and the prevailing traffic conditions.

6.4.16 Driving in Junctions Controlled by Traffic Lights



Picture 115– Vehicles approaching a junction with Traffic Lights

The following Traffic Light Signals mean



*Picture 116– Red light
Stop*



*Picture 117– Red/yellow light
Stop - get ready*



*Picture 118–
Green light
You may proceed in all directions
if it is safe to do so*



*Picture 119–
Yellow light
Prepare to stop - change to
red about to occur*

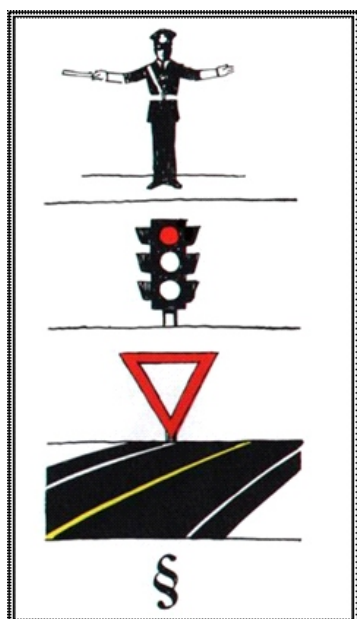
Key points

- Correct speed and positioning according to the prevailing traffic situation.
- Avoid concentrating at the signal only.
- Look out for oncoming traffic and for traffic turning right. Get the overall picture.

Traffic Lights, Signals and Police Signals

As road users we must obey police signals, traffic light signals, signs, road markings and traffic rules.

This illustration shows the order of precedence of police signals, traffic light signals, signs, road markings and traffic rules, thus:



- Signals from a police officer take precedence over traffic lights, signs and road markings
- Traffic lights take precedence over give-way signs
- Road Signs and markings take precedence over the general traffic rules

Picture 120–Drawing illustrating the order of precedence



Picture 121 – Police officer taking precedence over traffic lights at a junction

6.4.17 Driving at a non-signalised Intersection



Picture 122 & 123 – Vehicles approaching Uncontrolled/Unsignalised junctions

Steps

Observe and Decide:

- Identify the junction
- Look several times to both sides
- Anticipate pedestrian crossings or pedestrian intentions to cross
- Assess whether the gap in the traffic flow is enough to drive across the junction without forcing vehicles, having the right-of-way, to reduce speed
- Assess whether drivers or riders from both sides of the crossing road give right-of-way according to the rules
- Look out for pedestrians crossing the road at the farthest corner of the junction.

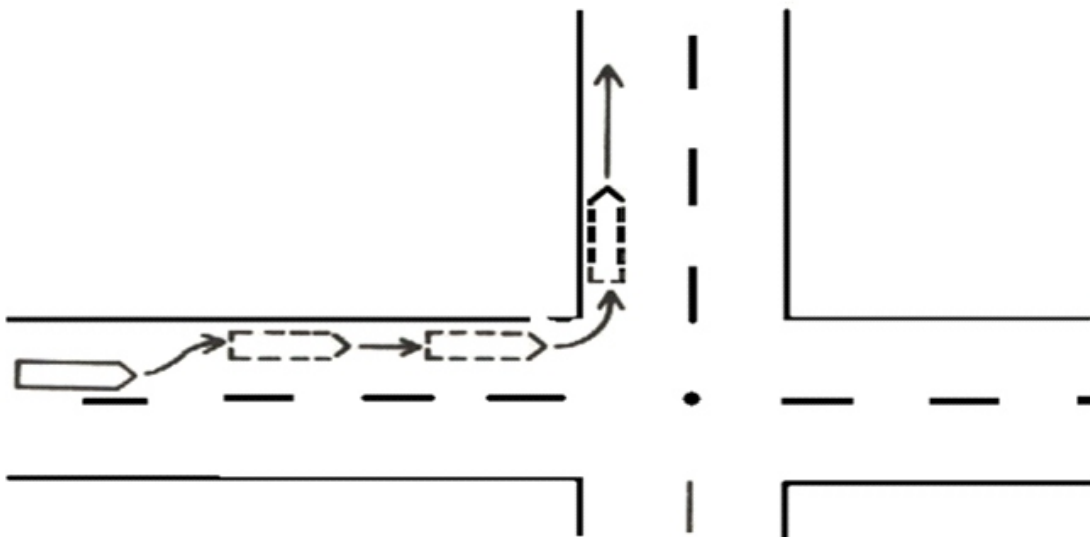
Act:

- Select correct speed
- Keep your left position
- Drive straight ahead when you are sure you have enough safety margins with respect to other vehicles, riders and pedestrians.

Key points

- Do not follow the vehicle ahead without yourself making the necessary observations.
- Judge distance and speed, of vehicles coming from the left or right side of the junction.
- Do not expect that the drivers or riders on the crossing road always give way according to rules.
- Do not expect that oncoming drivers or riders turning right always give right-of-way.
- Be attentive to crossing pedestrians when leaving the junction.
- Look for vehicles that are easily overlooked e.g., motor cyclists, mopeds and bicyclists.
- Get the overall picture

6.4.18 Left Turn at Junctions





Picture 124 – Car preparing left turn

Steps

Observe and Decide:

- Observe traffic signs and road markings
- Identify drivers and riders from the right side of the junction, and cyclists to the rear possibly hidden in the blind angles of the mirrors
- Observe whether oncoming drivers or riders turning right do give right-of-way according to the rules
- Observe whether pedestrians at the corner, particularly children who may intend to cross the road at the pedestrian crossing

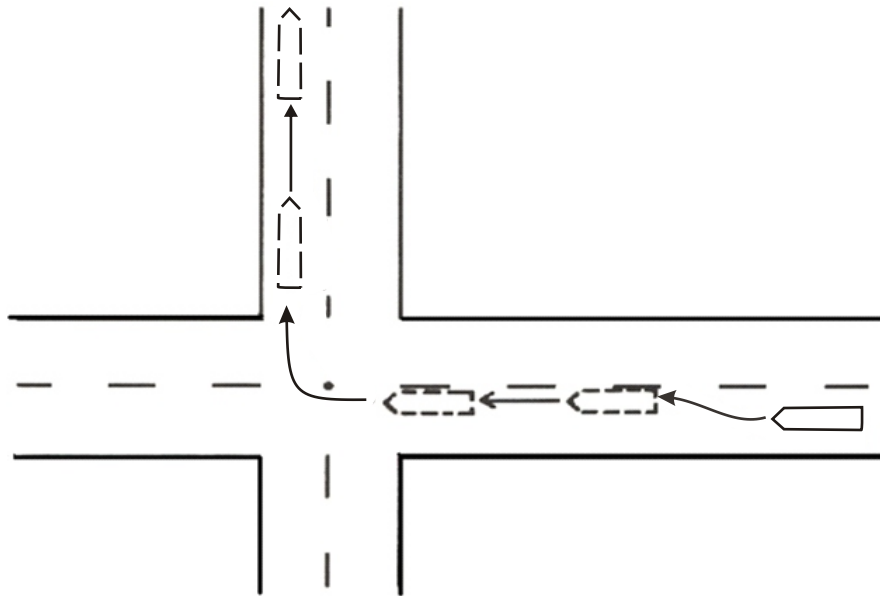
Act :

- Signal well to the left with the direction indicator lights or hand signals before commencing the left turn
- Adjust speed according to the traffic situation
- Position the vehicle to the left
- Give right-of-way according to the rules
- Cancel signalling as soon as the left turn is completed
- Adapt speed to road and traffic conditions in the new driving direction

Key points

- Get the overall picture.
- Be alert to be able to observe vehicles, riders cyclists and pedestrians.
- Do not forget cyclists and mopeds, motorcycles, tricycles at the left corner.

6.4.19 Right Turn at Junctions



Picture 125 – Car preparing a Right Turn at a Junction

Right turn is more complicated than left turn since you have to cross the lane with cross traffic that involves many more conflict points and possible hazards.

Steps

Observe and Decide:

- Observe traffic signs and road markings
- Look for vehicles coming from behind, possibly on the right side of the car
- Look several times to both sides after having positioned your vehicle and slowed down at the edge of the crossing road, stop line, or at the place with the best observation conditions
- Watch out for traffic coming from all approaches in the junction
- Watch out for possible traffic covered by vehicles at the centre of the junction waiting

for clear way and heading out of the junction.

- Look out for pedestrians crossing the road, when leaving the junction.

Act

- Signal well to the right with the direction indicator lights or hand signal before commencing the right turn
- Adjust speed according to the traffic conditions
- Select proper position to the right lane, to the centre, or to the lane designated for right turn
- Give right-of-way according to the rules
- Cancel signalling as soon as the right turn is completed
- Adapt speed to road and traffic conditions in the new driving direction

Key point

- Get the overall picture. Be alert to be able to see vehicles, riders and pedestrians

6.4.20 Driving in Roundabouts



Picture 126 – Vehicles at a roundabout

Where major roads intersect, there may be a roundabout marked with special road signs.

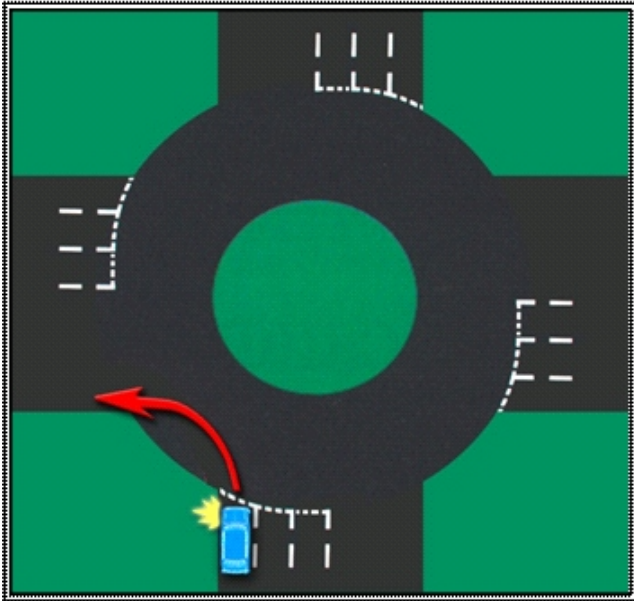
Steps

Observe and Decide:

- Identify road signs, road markings and pedestrian crossings
- Look for other vehicles, especially small ones like motor bikes and bicyclists
- Watch out for crossing pedestrians
- Assess the speed of other road users and also their position and intentions

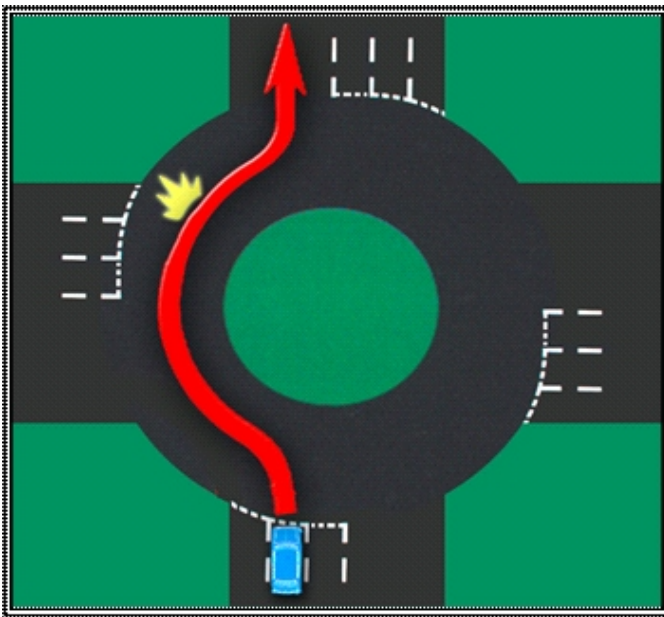
Act:

If you intend to turn left in the roundabout:



Picture 127 - Turning left

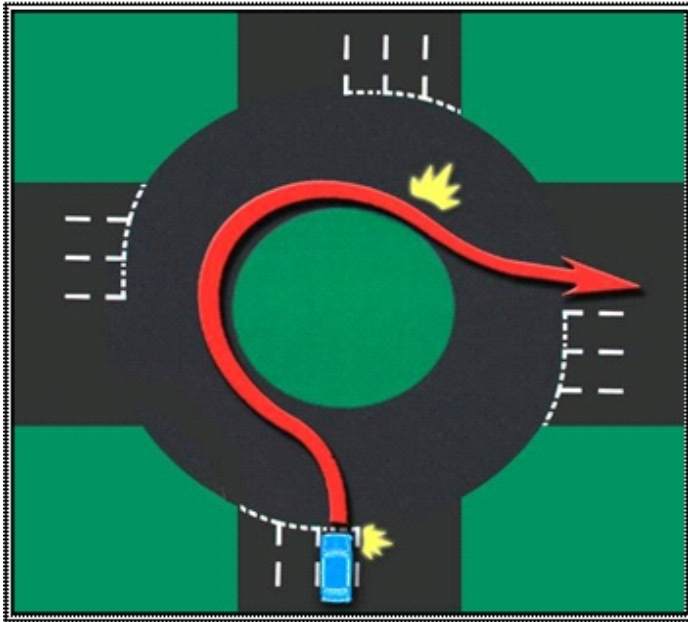
- Signal left turn
- Take the vehicle to the extreme left lane
- Keep to the left in the roundabout
- Give right of way to cyclists and motor bikes to the left intending to continue straight forward or to the right in the roundabout
- Give right-of way to pedestrians crossing the road when leaving the roundabout



Picture 128 - Driving straight ahead

If you intend to drive straight ahead at the roundabout:

- Signal your intention
- Shift to the lane or position most appropriate to the traffic conditions
- Take the vehicle to the left lane or move to the left signalling your intention before you leave the roundabout
- Give right-of way to pedestrians crossing the road when leaving the roundabout
- Never use hazard lights to indicate that you are going straight



Picture 129 - Turning right

If you intend to turn right in the roundabout:

- Signal right turn
- Take the vehicle to the right lane or move close to the centreline of the road
- Follow the right path in the roundabout
- Signal the intention to turn left before leaving the roundabout
- Shift to the left lane of the roundabout or move to the left
- Give right-of way to pedestrians crossing the road when leaving the roundabout

- Give right-of way to pedestrians crossing the road when leaving the roundabout

Key points

- Get the overall picture.
- Practice your skills of signaling, speed adjustment and proper positioning.

6.4.21 Turning

Turning could be right turns from the centre of the road normally, and in certain instances U-turns. From a safety point of view U-turning should, as much as possible, be avoided.

6.4.21.1 U-turning

This is a driving maneuver that a driver makes by turning the steering wheel completely to either right or left in order to face the opposite direction without making forward and backward maneuvers. It is a maneuver that may be risky if not exercised carefully.

Steps

Observe and Decide:

- Assess the traffic situation
- Judge if there is room and time enough to carry out the turn without disturbing the rest of the traffic too much
- Give way to all vehicles and pedestrians.

Act:

- Signal that you are about to turn
- Carry out the manoeuvre as safely and as quickly as possible while turning

Where U-turns are prohibited

- At an intersection without traffic lights, where a 'no U-turn' sign is displayed
- At a break-in driving strip where a 'no U-turn' sign is displayed
- Across any of the following:
 - a single continuous dividing line
 - a single continuous dividing line to the left of a broken line
 - two parallel continuous dividing lines.



Picture 130 – U-turn is prohibited

At traffic lights

Drivers are not permitted to make a U-turn at traffic lights unless there is a *U-Turn Permitted* sign displayed or a green U-turn traffic light is displayed.

Key points

- Be alert.
- When turning you must give way to other road users.
- Use your skills from the on site training.

6.4.22 Reversing

Now you must practice in traffic, the reverse driving you learned on site.



Picture 131 – Reversing can also be dangerous

Steps

Observe and Decide:

- Be alert
- Assess the danger or inconvenience to other road users

Act:

- Keep your speed down
- Watch the road both behind and ahead of you while reversing.

Key points

- Make sure that the reversing will cause no danger to others and that you give way.
- Avoid reversing around corners.
- Choose to park in a manner that will not require reversing.
- Use a reliable guide and physically check around before reversing even if it means getting out of the vehicle.

6.4.23 Parking

Picture 132 - Correctly parked car



Picture 133 – Wrongly parked car

Steps**Observe and Decide:**

- Be alert to the traffic situation, and the traffic signs, markings and regulations
- Assess whether the parking place is sufficient enough and could legally be used
- Assess whether the parked vehicle might be of any risk or be an obstacle to other road users

Act:

- Reduce your speed
- Position properly
- Perform the parking manoeuvre as smoothly as possible according to the skills you learned while training on the site earlier.

Key points

- Park only where it is legal.
- Park where it is safe and secure.
- Parking manoeuvre obstructs the traffic flow and is an obstacle to other road users, unless at designated parking areas.
- Too high a speed during the manoeuvre results in poor steering.
- Take sufficient consideration for other road users when picking a parking place.

6.4.24 Driving at Night and in Conditions with Limited Visibility



Picture 134 – Driving in darkness

Driving in the dark is far more dangerous than driving in daylight, reduced vision being the main cause.

Eyes take time to adjust to changes in light intensity
Your vision in darkness is heavily reduced compared to your daylight vision

This causes problems:

- When driving in darkness and especially,
 - at dusk
 - when going from a well-lit area into a darker area

Your eyesight can also be temporarily reduced from dazzling light e.g.;

- From low-level sun beams in the morning or in the early evening
- From the head lamps of oncoming vehicles
- From the light of brightly illuminated advertisement signs

The vehicle's headlamps cannot fully compensate for daylight vision.
 Visibility (approximate values):

Table 6.1

• Illuminated road by using full beam	About 100 meters
• Illuminated road by using dipped beam	About 45 meters
• When meeting a vehicle in darkness, on dipped beams, a pedestrian is visible	about 25 meters <u>ONLY!!</u>

Caution:

- Watch out for pedestrians, animals, cyclists and objects at night

Headlamps and their use:

1. Drive with your headlights on full beam when it is dark
2. In order not to dazzle drivers of vehicles immediately ahead (through the mirrors) or drivers of oncoming vehicles you must dip your headlights

Night Driving Conditions:

- Reduced vision in dark and dusk implies difficulties in assessing distance and speed due to lack of reference-points.
- Total or partial dazzling effects originating from low-level beams of the sun or from the headlights of oncoming vehicles and bright illumination in the vicinity of the road make vision and visibility more difficult.
- It is also difficult to distinguish obstacles like parked vehicles, pedestrians, cyclist without lights, potholes, etc.

Driving in Rain, Fog and Mist

Also driving during conditions with rain, fog and mist implies difficulties in assessing distance and speed due to lack of reference-points. In order to compensate for the reduced visibility of other road users to detect you, use your headlights dipped position and, reduce your speed according to the prevailing sight conditions.

Key Points:

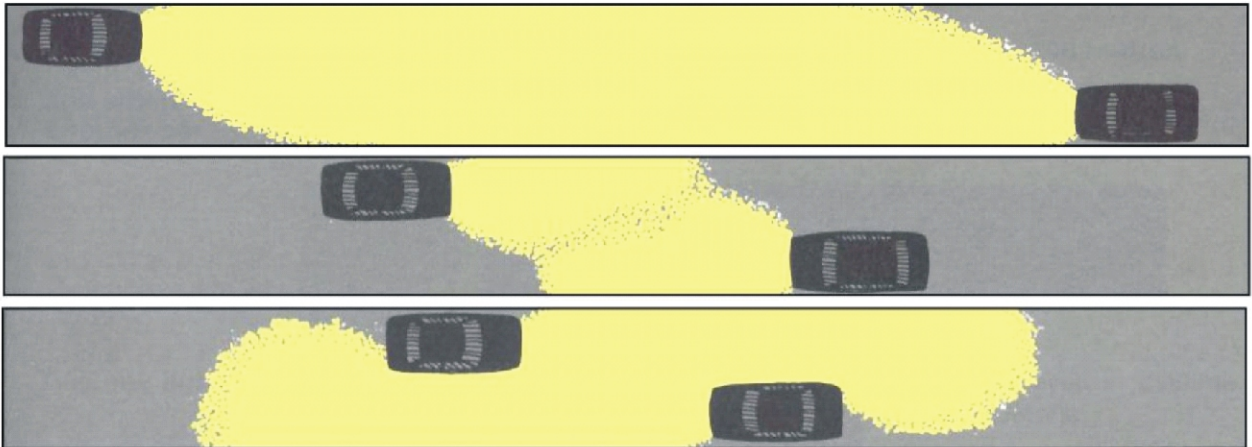
- Always switch on your headlights so that other road users easily detect you.
- It is recommended to put the headlights on a dipped position.
- If the condition is severe, park your vehicle safely off the road.

Approaching Oncoming Traffic at night and in limited visibility



Picture 134 – Oncoming traffic at night

When vehicles meet in darkness, the drivers must co-operate in using their headlamps to illuminate the road, as best as possible, without dazzling the other.



Picture 135 – Headlights effect at Night (Observe and Decide)

Steps

Observe and Decide:

- Look out for oncoming traffic
- Avoid looking straight into the headlamps of oncoming vehicle
- Look ahead along the roadside to the left
- Assess the distance to the oncoming vehicle
- Watch out for pedestrians

Act:

- Keep your headlight on full beam until the distance to oncoming vehicle is about 200-300 meters
- Dip your headlamps to low beam
- Slow down if necessary and be prepared to stop for pedestrians, cyclists and animals
- Change to full beam when the remaining distance to the oncoming vehicle is about 2 car lengths.

Key points

- Pull to the left and slow down if the headlights of the oncoming vehicle are so dazzling that you are almost blinded.
- If needed to slow down, remember to brake as smoothly as possible if there is a car close behind.

Driving behind other vehicles at night and in limited visibility

Picture 136 - Driving behind a vehicle at night and in limited visibility

Steps**Observe and Decide:**

- Assess distance to the vehicle ahead
- Assess the proper moment to dip the headlights (It should be as soon as you see the reflection on the rear end of the vehicle ahead)
- Be alert to the intentions of drivers or riders ahead and to the rear.

Act:

- Shift to low beam approximately 100-200 meters behind the vehicle ahead

Key points

- Dip to low beam when you observe that your headlights are starting to reflect up on the rear of the vehicle ahead of you.
- If not, the reflections of your headlights will dazzle the driver in the vehicle ahead of you, through the rear mirror.

Overtaking at night and in limited visibility

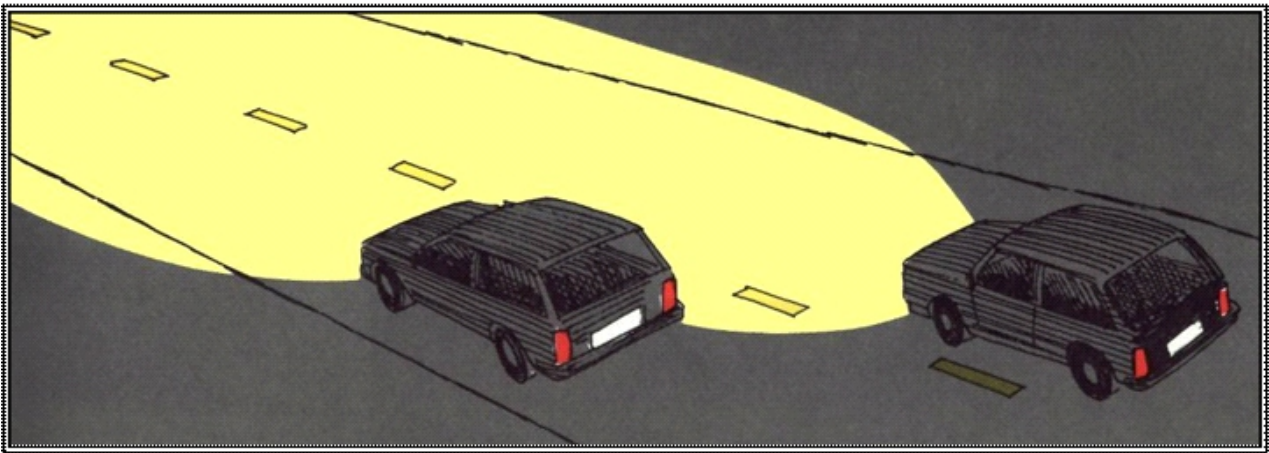
Steps

Observe and Decide:

- Assess the conditions for safe overtaking
- Ensure that your headlights are dipped.
- Check the necessary clearance for a safe overtaking distance.

Act:

- Signal your intentions using direction indicators.
- Adjust your speed and position
- Shift to high beam immediately after passing the vehicle to ensure maximum lighting of the road after overtaking.



Picture 137 – Overtaking in darkness

Key points

- Consider carefully whether overtaking is safe.
- Ideally, both drivers must use their lamps to illuminate the road, as best as possible.
- If you are driving the vehicle being overtaken you should keep your headlights on full beam until the overtaking vehicle has just passed.

Stopping and Parking at Night and in Limited Visibility

When parking, always park in the direction of the traffic. If you are on a major road, have your parking lights on in order to be visible to other traffic.

If stopped at a railway crossing, waiting for a passing train; shift to parking lights to prevent oncoming traffic from being dazzled.

Key points

- Headlamps, or dipped headlamps, must be switched off when vehicles are standing or are parked on the road.
- Keep parking lights for early detection.
- Turn on the hazard warning lights if a break down or an accident forces you to leave your car on the carriageway where it is a danger to other traffic.
- Always try to move off from the road.

6.4.25 Driving on Dual Carriageway or Multiple Lanes

Driving in dual carriageway or multiple lanes is a manoeuvre that requires careful attention to your own speed and positioning, as well as to the speed and positioning of other drivers and road users, potential obstacles and the traffic environment.



Picture 138 – Vehicles driving in lanes

Steps

Observe and Decide:

- Look as far as possible ahead in your own lane to stabilise steering
- Assess by quick glances side distances to other vehicles
- Assess the intention of drivers or riders around you
- Look out for vehicles to the rear, in the lanes on both sides of you, and those possibly hidden in the blind spots
- Be alert that motorcyclists and mopeds may suddenly make lane shifts or pull in between the slower travelling vehicles in traffic queues, or turn to the right at junctions
- Be alert that swaying vehicles like cyclists and mopeds, may suddenly make lane shifts, pull in between slow-moving vehicles, or turn to the right at junctions
- Be alert that heavy vehicles in the lane to the left, may need to swing out into the right lane to make a turn to the left

Act:

- Keep your vehicle on a steady course, in the lane
- Keep to your lane in dense traffic
- Prepare for lane shift well in advance
- Shift lane properly, while observing for the rear and checking blind spots if you have to pass stationary vehicles, or if you have to prepare for turning or for parking Keep sufficient side distance to motor cyclists, moped riders and other riders

- Avoid driving beside a motorcycle, in the same lane
- Avoid squeezing cyclists and moped drivers from behind, when passing stationary vehicles to the left

Key points

- Get the overall picture.
- Observe good lane discipline, correct signaling, proper speed adjustment and positioning.

6.4.26 Driving in Slippery Road Conditions



Picture 139 – Wet & Slippery driving conditions

Slippery roads means reduced gripping power, for instance on wet road surfaces. Fog, rain, or mud sprays reduce visibility as well as it impairs the gripping power.

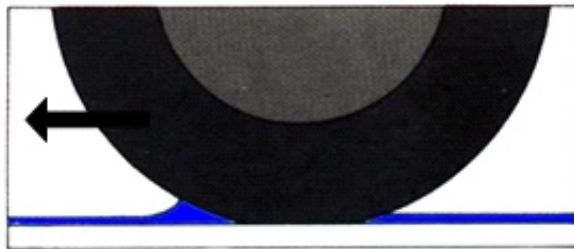
Water on the road surface may build up between your tyres and the road surface, when you are driving at high speed, causing the vehicle to lose the steady grip you are used to in dry weather conditions.

Aquaplaning

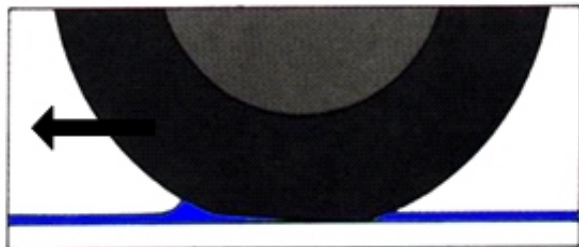
At speeds in excess of 60 km/h water may build up between the tyres and the road surface, and the vehicle could entirely lose contact with the road. This phenomenon in science is called Aquaplaning, and may occur without prior warning.

When the water on the road is deeper than the tyre thread depth, the risk for Aquaplaning is obvious. That is, the deeper tyre tread the less is the risk but, with enough water on the road it may occur even with new tyres in excellent condition.

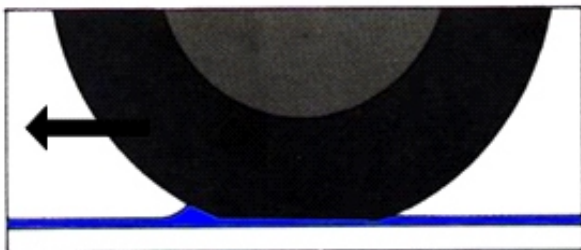
If Aquaplaning occurs, **do not brake**, but **remove your foot from the accelerator and depress the clutch**, try to steer smoothly, (if your vehicle is skidding – steer smoothly in the same direction as the rear of the vehicle is sliding), until your speed has been reduced and your tyres regained contact with the road.



1. Water starts to build up in front of the tyre.



2. More water is starting to build up between the tyre and the road with increasing speed



3. Water has built up fully between the tyre and the road and the grip is now entirely lost (you are actually driving on a water surface).

Picture 140 – The process of Aquaplaning

Since your tyres do not grip well on a wet and slippery surface, especially with high speed, you must drive more slowly.

Under normal driving conditions on dry roads, the grip of the tyres will allow you to accelerate and steer at the same time or brake and steer at the same time. However, on slippery roads, your grip may not be good enough to steer and apply the brakes at the same time. In slippery road conditions, before arriving at a bend, reduce speed enough to ensure that available gripping power is sufficient for safe steering and braking.

On slippery roads you must:

- Avoid sudden acceleration and braking and sudden steering manoeuvres
- Keep a longer distance to the vehicle ahead of you than you would on dry roads.

You can control a skid in the following way:

- Stay calm
- Take the foot away from brake pedal
- Depress the clutch pedal (on a vehicle with a manual gear)
- Turn the steering wheel smoothly in the direction of the rear end skid (without over-correcting)
- Return the steering wheel to neutral as you come out of the skid
- Now you have regained your road grip, and you can control your car with the brakes and the steering wheel

Key points

- On slippery roads you must avoid sudden acceleration, braking and movements of the steering wheel. Also avoid braking by changing to a lower gear.
- Before arriving at bends on a slippery road, reduce speed sufficiently so that available tyre-grip can be used for steering through the bend, and braking, if needed.
- A vehicle that is skidding can not be steered.

6.5 Vulnerable Road Users



Picture 141 – Vulnerable Road Users

A hard shell (the body of the vehicle) protects drivers and vehicle-occupants. There is no such hard protective shell to protect pedestrians and cyclists. That is why pedestrians and cyclists are named **“Vulnerable Road Users”**

Furthermore, unprotected road users are, due to their size, comparably more difficult to detect in traffic.

Children in Traffic

Children in traffic constitute a particularly vulnerable group of unprotected, “Soft” road users. They are simply children with their own needs and interests, not yet fully developed to cope with today's vehicular traffic.



As a driver, you must never forget that children:

- Are small in stature and size
- Do not have fully developed sense of vision or hearing
- Act on their own whims and interests
- Unpredictable
- Playful
- Are not good at judging speed and distance
- Have no understanding of adult's concepts regarding how to behave in traffic

Picture 142 – Adults are more visible than children in traffic

Top picture: A child's view from behind a parked vehicle and, observe that, in turn, you as a driver have difficulties in detecting the child.

Bottom picture: An adult's view overlooking the parked vehicle with a clear view of the traffic behind

Elderly and people with disability

Keep in mind that elderly and persons with disability are also vulnerable road users, often with impaired eyesight, hearing and mobility.

Unprotected road users are often victims of road traffic accidents and always left at the mercy of the motorist.

6.6 Heavy Vehicles, Motorcycles and Mopeds



Heavy Vehicles

Large vehicles are much heavier than passenger cars and they are longer.

You can make it easier for heavy vehicles to get through and at the same time make the road a safer place if you drive with defensive driving habits, and hold back in certain situations.

Pictures 143 – Show consideration to heavy vehicle



Pictures 144 – Motorcycles in heavy traffic

Motorcycles and Mopeds

Motorcycles and Mopeds are, due to the size, more difficult to observe and they might appear both to your left and to the right in the traffic stream.

All riders are supposed to turn their headlights on according to traffic regulations regardless of time of the day and prevailing weather conditions.

To avoid conflicts and possible accidents with two-wheelers you must be particularly alert, and;

- Be focused
- Be alert
- Pay special attention at intersections
- Always remember to signal your own intentions in traffic
- Check your blind areas before you make a turn or change lanes

6.7 Common Road Traffic Situations

Drivers have to actively practice the **Driver's Code – Observe, Decide and Act.**

Below are some Common Traffic Situations where the **Driver's Code** is most useful for safe driving:



Picture 145 – Bad roads



Picture 146 - Bicycle ahead



Picture 147 – Take care at bus stops



Picture 148 – Motorcycle between



Picture 149 – Cattle on the road



Picture 150 – Congested traffic situation



Picture 151 – Pedestrians at pedestrian crossing

In many ways, the most important aspect in the process of driving is **Decision-Making**, which determines what actions the driver selects, and how the driver executes these actions.

One example of the importance of Decision-Making is the driver who approaches a pedestrian crossing. It does not serve much of the purpose if the driver only **Observes** the pedestrians, in the pedestrian crossing but, – in addition, the driver must properly **Decide** how to **Act**, e.g. to wait until they have safely crossed the street, before driving on.

The excellence of good driver behaviour is correct Decision-Making

6.8 Environmental Friendly and Defensive Driving



Picture 152 – Black vehicular emissions

Be a Green Driver

A driver can save fuel and help to reduce pollution-problems affecting the health and environment by the manner to drive and also, at the same time benefit from lower fuel costs.



Picture 153 – Vegetative Cover and a Waterfall

A “Green Driver” uses unleaded fuel, drives economically with less emission by practising defensive driving techniques, and hence contributing to preserving a healthy and “Green” environment.

Here are some recommendations that may help you to drive more economically:

- Maintain a steady speed and avoid undue stops by safely adjusting to the traffic stream
- Drive defensively
- Avoid over-revving your engine, for instance, while moving off
- Turn off your engine when stationary for more than one minute

- Drive with correct tyre pressure
- As far as possible, avoid carrying a roof load or driving with a mounted roof rack
- Avoid carrying unnecessary loads which increase the weight of the vehicle
- Use unleaded fuel if your car was made for it
- Keep the engine properly tuned.

If you follow the above advice, you can save on fuel costs and engine wear, and at the same time protect the environment

Be a Defensive Driver

A defensive driver is always aware and considerate to other road users, environment and thus minimises the risks of accidents and mishaps.

A defensive driver is a green driver.

Defensive Driving – is a matter of **Attitude**.

Good driving attitudes are related to rules, regulations and other considerations in the following way:

- The driver has concern for the life and property of others
- The driver acts defensively in order not to be involved in, or cause accidents
- The driver does not enforce his / her rights by force
- When something is prohibited, the driver does not do it
- When something is mandatory, the driver does it
- The driver always ensures that the vehicle is in good mechanical condition
- The driver operates the car only when physically and mentally fit for driving

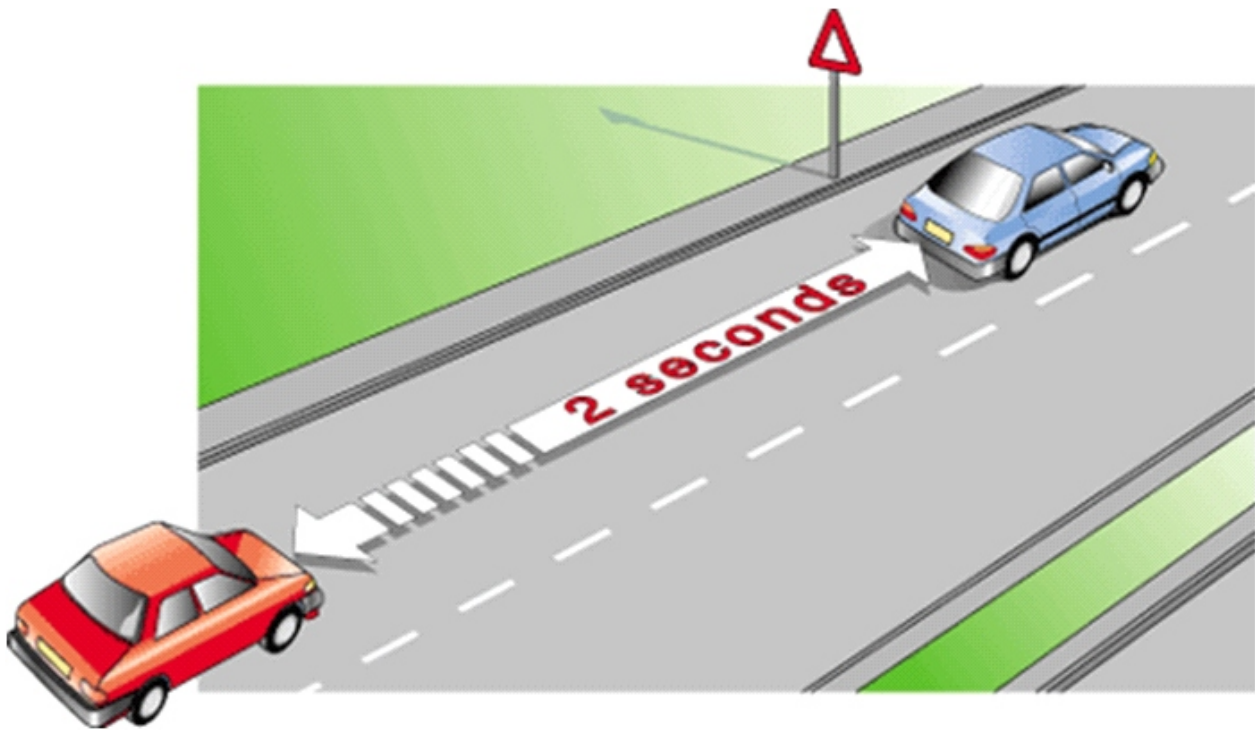
2 Seconds – a Time to React....

The distance to the vehicle ahead must always be enough to prevent a rear end collision in case of a sudden stop.

The **2 SECONDS RULE** advises you to always keep a minimum distance to the vehicle ahead corresponding to the time it takes you to count “one thousand and one, one thousand and two (That is – 2 seconds).

You can practice the 2 seconds rule when you are driving behind another vehicle as shown in picture 154 below. When the car in front passes a fixed point, you start counting 2 seconds “one thousand and one, one thousand and two” (by heart):

- The distance is correct if you pass the same fixed point when you finish counting or thereafter
- The distance is too short if you pass the same fixed point before you finish counting



Picture 154 – Safe Following Distance



Note that the 2 seconds rule has the advantage that the faster you drive the longer and safer the following distance will be.

However, it does not compensate for any variation in grip.

On slippery roads the distance to the vehicle in front must be at least 3 seconds!

Picture 155 – Keep proper following distance to vehicles ahead

The following illustrated scenarios can happen to any driver unexpectedly and as a defensive driver one is expected to contain these situations and avoid accidents.

The defensive driver has to anticipate and expect the unexpected;



Picture 156 – at first, no vehicle at sight



Picture 157 – a moment later ... Is your speed low enough to give way to other traffic



Picture 158 – A vehicle reversing from a side-road into the lane ahead of you. Are you prepared to negotiate this situation in a safe manner?

The Defensive Driver;

- Drives smoothly
- Practices good observation habits
- Anticipates what will happen next
- Maintains safe following distance to the vehicle ahead
- Is always able to stop – before it is too late ...
- Always expects the unexpected

Summary

Good driver behaviour is;

- To understand that the purpose of traffic regulations, traffic signs and road markings is to provide safety and a controlled steady flow of traffic
- To take the hazards of driving into consideration
- To drive defensively and to anticipate hazards
- To be careful, cautious, courteous and considerate, especially to unprotected road users like pedestrians, children, people with disability and cyclists
- To systematically practice the Driver's Code by making proper observations, correct decisions and execute controlled actions like signalling, speed adjustments and positioning in every manoeuvre on the road
- Not to be under the influence of alcohol, drugs or other factors being detrimental to the driving skills
- To drive environmental-friendly

7.0 FUNDAMENTAL DRIVING RULES

Contents

- 7.1 Road Traffic Rules and Regulations
- 7.2 Instructions
- 7.3 Basic Road Traffic Rules
- 7.4 Warning Signals
- 7.5 Right of Way
- 7.6 At an accident scene
- 7.7 Driver's Responsibilities

The learner driver must be familiar with traffic rules, which are generally applicable to all traffic situations, irrespective of the specific manoeuvre to be performed.

7.1 Road Traffic Rules and Regulations

The Learner Driver must know the contents of:

- Road Traffic Rules and Regulations
- The Highway Code
- Safety requirements on vehicles
- Safety requirements on drivers

Traffic Laws and Regulations are applicable on all roads, streets, squares, bridges and other places accessible to traffic, whether public or private.

Motor Vehicles should normally be driven only on the part of the road designed for such vehicles; that is the carriageway.

7.2 Instructions

The Learner Driver must know the Drivers obligations and the order of preference of instructions given in traffic:

- Through Road Markings, Traffic Signs and Signals
- Through instructions and signs given by a traffic officer. Instructions and signs given by a traffic officer supersede any instructions through Traffic Signs and Signals, Road Markings, Traffic Rules and Regulations.

7.3 Basic Road Traffic Rules

The Learner Driver must know the Basic Traffic Rules:

- The Driver shall be careful, cautious and courteous at all times to all road users
- The driver shall give special consideration to vulnerable road users, especially children and elderly, school safety patrols and school wardens, blind or disabled persons and give them every consideration and assistance in traffic.

7.4 Warning Signals

The Learner Driver must know the obligation to, whenever necessary;

- Warn other road users of danger, using hand signals, hazard lights, the horn or flashing the headlights of the vehicle.

7.5 Right of Way

The Learner Driver must know the obligation to give right of way to:

- Groups of children, sequences of army vehicles, emergency vehicles, funerals and other processions
- Emergency vehicles, using siren, two tone horn or flashing red or blue light, and immediately pull to the left and, if necessary, stop and remain stationary until the emergency vehicle has passed (Do not follow closer than 30 meters behind an emergency vehicle)

7.6 At an Accident Scene

The Learner Driver must know the following safety requirements:

- Do not stop or park close to an accident scene, causing congestion and impede the rescue work
- In case a vehicle involved in an accident is blocking the free passage of the roadway or is otherwise a source of danger, the position of the vehicle should be clearly marked and then such vehicle removed to the extreme side of the road as quickly as possible
- It is permitted to use a private vehicle to safely tow away a broken down vehicle, provided the towrope or chain does not exceed 4,5 meters, and that steps are taken to make the rope or chain easily visible by other road users. (Permitted only when brakes on the trailing vehicle are functioning effectively otherwise use a towing bar).

The driver of a vehicle on a public road at the time when such vehicle is involved in or contributes to any accident in which any other person is killed or injured or suffers damage in respect of any property-

- {a} shall immediately stop the vehicle;
- {b} shall ascertain the nature and extent of any injury of any sustained by any person
- {c} shall, if a person is injured, render such assistance to the injured person as he may be capable of rendering;
- {d} shall ascertain the nature and extent of any damage sustained;
- {e} shall, if required to do so by any person having reasonable grounds for so requiring, give his name and address, the name and address of the owner of the vehicle driven by him and, in the case of a motor vehicle, the registration or similar mark thereof;
- {f} shall, if he has not already furnished the information referred to in paragraph {e} to a traffic police officer at the scene of the accident, and unless he is capable of doing so by reason of injuries sustained by him in the accident, as soon as is reasonably practicable, and in any case within twenty-four hours after the occurrence of such accident, report the accident to any police office at a police station or at any office set aside by a competent authority for use by a traffic police officer, and there produce his driver's licence and such information as is referred to in that paragraph; and
- {g} shall not, except on the instructions of or when administered by a medical

practitioner in the case of injury or shock, take any intoxicating liquor or drug having narcotic effect unless he has complied with the provisions of paragraph {f}, when it is his duty to do so, and has been examined by a medical practitioner if such examination is required by a traffic police officer:

Provided that for the purposes of subsection {1} {a} and {b}, where the driver is genuinely apprehensive of his safety he shall not be required to stop but shall drive straight to a police station and report the accident.\

- {2} No person shall in an urban area remove any vehicle involved in an accident in which another person is killed or injured from the position in which it came to rest, until such removal has been authorised by a traffic police officer, except when such accident causes complete obstruction of the roadway of a public road, in which event the vehicle removed, may without such authority and after its position has been clearly marked on the surface of the roadway by the person moving it, be moved sufficiently to allow the passage of traffic.
- {3} Subject to subsection {2}, no person shall remove a vehicle involved in an accident from the scene of such accident, other than for the purpose of sufficiently allowing the passage of traffic, without the permission of the owner, driver or operator of such vehicle or a person who may lawfully take possession of such vehicle.

{4} In any prosecution for a contravention of any provision of this section it shall be presumed, until the contrary is proved, that the accused was aware of the fact that the accident had occurred, and that he did not report the accident or furnish the information as required by subsection {1} {f}

7.7 The Driver's Responsibilities

The aim of the Regulations regarding the ownership and use of vehicles is to ensure order and safety on the roads. This includes certain obligations called the Driver's Responsibilities:

- The training vehicle must have a comprehensive insurance policy which ensures compensation to any third party who suffers loss due to e.g. an accident (Personal or vehicles used after training may be covered by an insurance policy depending on usage and personal needs)
- A vehicle owner must register his or her vehicle and obtain a Registration Certificate and Plates prior to using it.
- The vehicle must be road worthy
- The driver must be in a fit state to drive
- The driver must not drive if unfit or under influence of alcohol or any other intoxicating or narcotic substance.
- The driver must obey the Traffic Rules

8.0 HIGHWAYS, EXPRESSWAYS AND TOLL ROADS

Contents

- 8.1 Highways
- 8.2 Expressways
- 8.3 Entering an Expressway
- 8.4 Exiting an Expressway
- 8.5 Toll Roads

8.1 Highways

There are two classes of highways:

- A Class Roads
- B Class Roads

A Roads are connecting one district center to another

B Roads are connecting district centers to main towns or connecting main towns to others.

In addition there are “link-roads” connecting one highway to another.

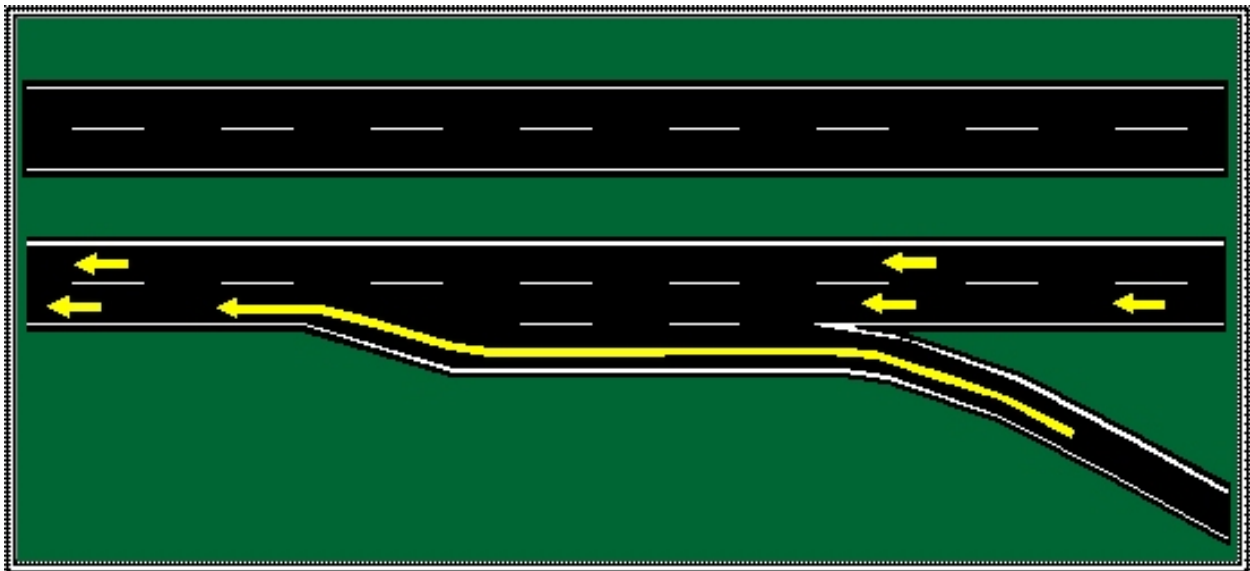
Normally when you are entering or crossing a road of “higher class” you must give way to traffic on the road you are going to enter. Thus when entering or crossing a B Class road from a link-road you must give way to traffic on the B road and when you are entering or crossing an A road from a B road or a link-road you must give way to traffic on the A road. If there are STOP signs erected at the intersections you must stop and give way before entering or crossing the intersecting road.

8.2 Expressways

Expressways are highways designed and constructed for fast and safe travel. The directions of travel are always separated with a centre median or a barrier. Expressways are provided with interchanges at all crossing points, e.g. expressways never have at-grade intersections. Entrance to, and exits from expressways are limited to the starting point and ending point or to interchanges.

8.3 Entering an Expressway

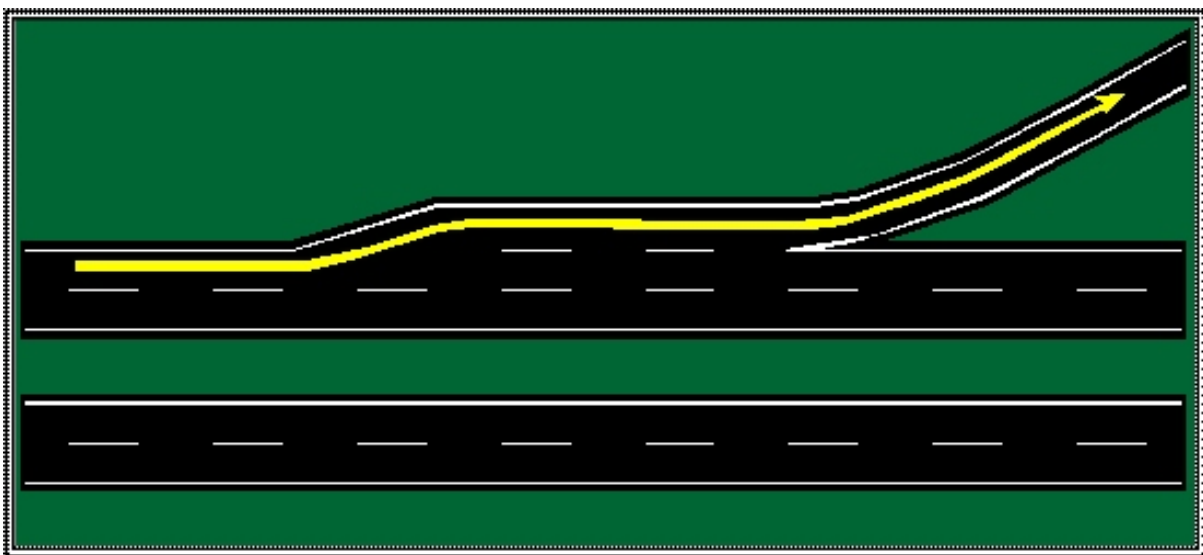
When you are entering an expressway from an entrance ramp you should use the ramp or, when provided, the acceleration lane to adjust the speed to vehicles on the main road. When it is safe you should merge into the left lane of the expressway without causing unnecessary disturbances to traffic on the main road.



Picture 159 – Entrance to an expressway with acceleration lane

8.4 Exiting an Expressway

When you are exiting an expressway at an interchange you must use the exit ramp. If there is a deceleration lane on the main road, you should, as soon as possible, enter into that lane and reduce the speed so that you can negotiate the alignment of the exit ramp. If there is no deceleration lane on the main road, the alignment of the exit ramp normally allows you to reduce the speed on the ramp itself. It is to avoid rear end collisions that you should reduce your speed at the deceleration lane or the exit ramp rather than on the main road.



Picture 160 – Exit from an expressway with deceleration lane

There are some other special traffic regulations for the use of expressways such as:

The use of the road is prohibited to

- pedestrians
- animals
- cycles

- mopeds
- tractors
- three-wheelers

Drivers are forbidden:

- to have their vehicles standing or parked on the road
- to make U-turns,
- to travel in reverse,
- to drive on to the central dividing strip

8.5 Toll Roads

Toll roads are normally high standard Highways, where a road user has to pay a fee (toll) to be allowed access.

For that purpose you have to stop at special “toll-stations on the road to pay the fee (toll) before being allowed to travel any further.

The fees (tolls) paid by the road users are mostly used to finance maintenance and construction of such Highways considered being the cornerstones in the future national Highway transportation system.

However, there should always be alternative routes available and the intention is, that the road users are charged tolls, so that they can benefit (e.g. from an increased transport economy) from the usage of these high standard Highways compared to alternative routes.

Toll Roads are not yet introduced. When they are introduced in future, certain regulations will be issued by the authorities.

REFERENCES

- Malawi Government, 2013, *Highway Code*, Likuni Press, Lilongwe, Malawi
- Malawi Government, 1997, *Road Traffic Act*, Government Printer, Zomba, Malawi
- Malawi Government, 2000, *Road Traffic Regulations*, Government Printer, Zomba, Malawi
- Malawi Government, 1997, *Road Traffic Act No. 26, {124}*, Government Press, Zomba, Malawi

APPENDICES

Appendix 1



MALAWI GOVERNMENT

Ref. No.

STATEMENT OF FAILURE TO PASS TEST OF COMPETENCE TO DRIVE

Name:.....

Address:.....

Has this day been examined on a vehicle class:.....

And has failed to pass test of competence to driver prescribed for the purpose of part 3M 10..

Date:.....

AUTHORISING EXAMINER

Note: No further test on vehicle of the same group can be undertaken until the expiry of one calendar month

GUIDANCE: Examiners have regard to the points below in deciding whether a candidate is competent to drive. Before submitting yourself for another driving test, you will be advised to give special attention to the items which the examiner has marked and to study the information to be found in the paragraph at the Highway Code. The fact that an item has not been marked does not necessarily mean that the examiner was completely satisfied. The items marked are those regarded as most important in your case.

1. (a) Knowledge of the contents of Highway Code
(b) The ability to read a motor vehicle, number plate at 22.86 meters in good daylight (with the aid of glasses)
2. Show courtesy and consideration for the safety and convenience of other road users, pedestrians/drivers/cyclists?
3. Take suitable precautions before starting the engine
4. Move away safely and smoothly straight ahead/angle gradient
5. Overtake/meet or cross the path of other vehicles safely
6. Take precaution at the cross roads and/or road junctions
 - (a) Adjustment of speed on approach
 - (b) Proper use of mirror signals, brakes, and gears on approach
 - (c) Correct positioning of the vehicle before/after turning left/right
 - (d) Avoidance of cutting right corners
 - (e) Looking right/left, right again before crossing or emerging
7. Stop the vehicle normally in a safe position under control
8. Reverse the vehicle into a limited opening either to the right or left under control and with reasonable accuracy
9. Turn the vehicle by means of forward and reverse gears, be deliberate methodical considerate
10. Give Highway Code signals in good time/clearly and unmistakably by hand
11. Take correct and prompt action on all signals by the traffic lights/traffic Controllers and appropriate action signs given by other road users.
12. Act correctly at Pedestrian Crossing
13. Regulate speed to suit road and traffic conditions
14. Keep well to the left in normal driving
15. Make proper use of front brake (Motor Cyclists)
16. Take rear observation (Motor Cyclists)
17. Make proper use of the mirror before signaling/beginning any maneuver Moving away/altering course to overtake/turning right or stopping
18. Make proper use of accelerator, clutch, gears, brakes(hand/foot) steering
19. Show anticipation and actions of Pedestrians/Drivers/Cyclists

HIGHWAY CODE

2
4
15, 16 17
22, 23, 24
25
42
28, 29, 30
24
53, 54
51
29, 32, 14
10, 11
6, 55
5
43
12, 40, 55

DRIVING EXAMINERS ARE NOT ALLOWED TO DISCUSS DETAILS OF THE TEST

Appendix 2

Classification of Licence Codes

CODE	MINI AGE	DESCRIPTION
A1	16	Motorcycle with engine capacity not exceeding 125 cubic centimetres.
A	18	Motorcycle with engine capacity exceeding 125 cubic centimetres
B	18	Motor vehicle with GVM not exceeding 3,500kgs
BE	18	Articulated motor vehicle with GVM not exceeding 3,500kgs
C1	21	Motor vehicle with GVM exceeding 3,500kgs but not exceeding 16,000 kgs
C	21	Motor vehicle with GVM exceeding 16,000kgs
C1E	25	Articulated motor vehicle with GVM greater than 3,500kgs but not exceeding 16,000 kgs
CE	25	Articulated motor vehicle with GVM exceeding 16,000kgs
D1	21	Motor vehicles used for the carriage of persons and having more than 8 seats but not more than 32 seats in addition to the driver's seat. Motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750kgs
D	21	Motor vehicles used for the carriage of persons and having more than 8 seats in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750kgs
D1E	25	Motor vehicle in category D1 above combined with a trailer having a maximum authorised mass exceeding 750kgs provided that the maximum authorised mass of the combination does not exceed 3,500kgs and that the maximum mass of the trailer does not exceed the unladen mass of the tractor vehicle and the trailer is not used for transportation of persons.
DE	25	Combination of motor vehicles consisting of tractor vehicle in category D above and its trailer has a maximum authorised mass exceeding 750kgs
T	21	Construction/agricultural
T1	21	Tractor

CATEGORY	MIN-AGE
Goods	21
Passengers	21
Goods and passengers	21
Dangerous goods	25
Passengers, goods and dangerous goods (PGD)	25

