

**LAW**  
**OF THE REPUBLIC OF ARMENIA**

Adopted on 8 July 2005

**ON ENSURING ROAD TRAFFIC SAFETY**

**CHAPTER 1**

***GENERAL PROVISIONS***

**Article 1.           Subject matter and objective of this Law**

1. This Law shall regulate the relations arising in the field of ensuring road traffic safety of the Republic of Armenia, shall prescribe the principles and directions of state policy in the field of ensuring road traffic safety, the legal grounds for traffic management and ensuring safety, the powers of public administration and local self-government bodies in the field of traffic management and ensuring safety, as well as the rights and obligations of road traffic users.
2. The objective of this Law shall be the protection of the life, health and property of citizens, their rights and lawful interests, the interest of the public and the State by preventing threats to road traffic safety, particularly traffic accidents, alleviating their severity and consequences.

**Article 2.           Main concepts used in this Law**

The following main concepts shall be used in this Law:

**insufficient visibility** — road visibility and (or) distance of up to 300 metres of visibility in foggy, rainy, snowy and (or) other unfavourable weather conditions for ensuring road traffic safety;

**motordrome** — an enclosed, separated, closed area furnished with stationary structures, devices and elements for exercising for the purpose of providing vehicle driving instruction or acquiring skills for driving vehicles;

**road test area** — a separated area furnished with movable devices and elements for exercising for the purpose of providing vehicle driving instruction;

**motor vehicle** — a power-driven vehicle designed for carrying persons or goods by roads, or for towing, on the road, a vehicle used for the carriage of goods. This concept shall embrace trolley-buses, i.e. vehicles connected to an electric conductor that are not rail-borne. The concept shall not cover vehicles, such as agricultural tractors, the use of which for carrying persons or goods by road, or for towing, on the road, a vehicle used for the carriage of goods is a complementary function;

**built-up area** — constructed area, the entrance and exit whereof are marked with the built-up area road signs;

**carriageway** — the part of a road designed for the traffic of non-rail-borne vehicles;

**traffic lane** — a longitudinal lane of the carriageway marked or unmarked with lines, which is wide enough for one moving line of vehicles;

**level-crossing** — any level intersection between a road and a railway or tramway track with its own track formation;

**public transport vehicle** — a vehicle transporting passengers and (or) luggage moving by routes and having stopping points (stops) (a tramway, trolley-bus, bus);

**permissible maximum mass** — the mass of a completely set and fuelled vehicle laden with the driver, passengers and goods, which is established by the manufacturing organisation as maximum permissible. As a whole, a permissible maximum mass of the

joint moving parts of moving vehicle shall be considered the sum of the permissible maximum masses of all the vehicles within its structure;

**intersection** — an area of any level crossroad, junction or fork, including the open areas formed by such crossroads, junctions or forks, which is conditionally bound by imaginary lines connecting the respective opposite initial points of curvatures that exist in the range of crossroad, junction or fork of the carriageways of those roads. The exit from a nearby area to the road shall not be considered an intersection;

**organised pedestrian column** — a group of persons moving by road jointly, one-directionally as prescribed by legislation;

**standing** — bringing the vehicle to a static position for up to five minutes or for a time needed to pick up or set down passengers and (or) to load or unload goods to the vehicle;

**parking** — bringing the vehicle to a static position for more than five minutes, except for cases to avoid interference with another road-user or collision with an obstruction, to pick up or set down passengers and (or) to load or unload goods to the vehicle, as well as for other cases provided for by legislation;

**traffic controller** — a person authorised to regulate the road traffic and carrying out that regulation as prescribed by legislation;

**roadside** — a road element adjoining the carriageway— different from it according to the type of its surface or separated with a relevant marking— designed for standing of a vehicle, for the traffic of cyclists and pedestrians, for putting construction materials during road repairs or for other cases prescribed by legislation;

**trailer (semi-trailer)** — a vehicle not equipped with an engine, designed to be drawn by a power-driven vehicle and for the traffic within its structure as a whole;

**forced standing** — bringing a vehicle to a static position because of a danger conditioned by the malfunction of the vehicle, the physical and (or) psychological state

of the driver (passenger) and (or) by the carriage of goods, or because of other obstructions having emerged on the road. The rules prescribed by legislation for standing shall not apply for cases of forced standing;

**cycle** — a vehicle which has at least two wheels and is propelled by the muscular energy of the person on that vehicle, in particular by means of pedals or handcranks, except for wheelchairs;

**pedestrian** — a person on the road outside the vehicle, except for persons eligible to conduct road works and those conducting those works as prescribed by legislation. A person moving on a wheelchair (an invalid carriage) without an engine, moving a cycle, a moped, a motorcycle or pulling (pushing) a load trolley, a sleigh, a baby carriage or an wheelchair, as well as a disabled person moving at the speed of a pedestrian on a wheelchair with an engine shall be treated as a pedestrian.

**pedestrian crossing** — a separated section of the carriageway indicated by road signs and (or) markings and designed for the movement of pedestrians as prescribed by legislation;

**road** — a furnished or adjusted land area or a surface of an artificial structure having at least one carriageway and, where available, also including tram-lines, pavements, roadsides and dividing strips, and used for the traffic of vehicles as prescribed by legislation;

**road traffic** — a system of social relations emerging during the movement of persons and (or) carriage of goods by road by a vehicle or without it;

**road traffic safety** — the situation of security of road-users from traffic accidents;

**technical means for traffic management** — road signs, traffic lights, safety fences, markings, etc.;

**road engineering structures** — stops, level-crossings, urban electric transport lines, enclosed bus stops, vehicle parking sites, rest areas, snow arresting tree belts,

seedlings, byroads situated outside the right of way, fire-prevention and avalanche-protection structures, accident-prevention sidings, road communication, lighting, etc.;

**traffic accident** — an incident having occurred during the motion of a vehicle by road and with its involvement, in consequence of which people have died or been injured, or vehicles, goods, structures have been damaged, or other material damage has been caused;

**ensuring road traffic safety** — activities aimed at preventing traffic accidents and alleviating the severity of their consequences;

**road traffic user (hereinafter referred to as “road-user”)** — a person directly participating in road traffic – a driver, a pedestrian, a passenger;

**traffic management** — integrated organisational, legal and technical measures aimed at regulation of the road traffic;

**pavement** — a road element adjoining the carriageway or separated from it in any manner, designed for the movement of a pedestrian as prescribed by legislation;

**power-driven vehicles** — a vehicle set into motion by an engine — including tractors, self-propelled machines and mechanisms (except for vehicles with engine displacement not exceeding 50 cubic centimetres)— as well as trolley-buses and vehicles with electric engine of more than 3 kW power;

**nearby area** — an area immediately adjacent to the road not designed for through traffic of vehicles (yards, parking sites, closed areas, refuelling stations, etc.);

**international traffic** — traffic of a vehicle in the Republic of Armenia registered in another country and remaining in the Republic of Armenia continuously or with interruption of up to two months and within a period of up to one year;

**moped** — a two-wheeled or three-wheeled vehicle with engine displacement of up to 50 cc and a maximum speed of up to 50 km per hour. Cycles with underslung engines and other vehicles with similar technical specifications shall also be treated as mopeds;

**motorcycle** — a two-wheeled power-driven vehicle with or without a sidecar. Three-wheeled, completely set and fuelled power-driven vehicle with a mass of up to 400 kg without the driver, load and passengers, as well as all-terrain motor vehicles (quadricycles) shall also be treated as motorcycles;

**under the influence of intoxicants** — a physical and (or) psychological condition of a person caused by the use of alcoholic beverages, narcotic drugs or psychotropic substances, in case of which driving a vehicle entails administrative liability;

**qualification examination** — a theoretical and (or) practical examination conducted in compliance with the curricula for acquiring a right to drive a relevant category vehicle;

**driver** — a person who drives the vehicle. A person who teaches driving, as well as a person guiding pack and (or) saddle animals or cattle on the road shall also be treated as a driver;

**emergency** — a situation emerging in consequence of the action and (or) omission of a road-user and (or) a traffic controller during which a real danger of a traffic accident is created;

**visibility distance** — the distance from the observation point on the level of the driver seat up to the visible object on the same level;

**vehicle** — a device designed for carriage of persons, goods or equipment placed on it by road;

**passenger** — a person in the compartment (cabin) of the vehicle or on vehicle, as well as a person getting on/into the vehicle and getting off it, except for the driver and the driving instructor;

**hours of darkness** — the time period between the end of the dusk and the beginning of predawn hours;

**bus** — a motor vehicle with more than eight passenger seats designed — by its structure and furnishing — for safe and comfortable carriage of passengers and luggage;

**dividing strip** — an element dividing the adjoining carriageways of the road, separated structurally and (or) with appropriate marking, which is not designed for the traffic or standing of vehicles and pedestrians;

**goods motor vehicle** — a motor vehicle designed —by its structure and furnishing — for carriage of goods;

**dead** — a person who has died in consequence of a traffic accident;

**stopping point for a public transport vehicle** — a place designed for the pick-up and drop off of passengers on a certain section of the route of the public transport vehicle and furnished with relevant road signs;

**light passenger motor vehicle** — a motor vehicle with no more than eight passenger seats designed — by its structure and furnishing — for safe and comfortable carriage of passengers and luggage;

**home-built vehicle** — a vehicle made in compliance with the technical specifications set for the vehicles built individually (collectively);

**competent officer** — a police officer entitled to draw up a protocol on an administrative offence and (or) take a decision based thereon;

**cancellation of record-registration** — a record-registration activity related to the record-registration of a vehicle by another competent authority or the export thereof from the territory of the Republic of Armenia or the rejection thereof;

**special area** — an area designed for the maintenance of vehicles under attachment, which is protected by the Police or other competent authority;

**repeat record-registration** — a record-registration activity related to the change in any of record-registration data (surname, name, address of the owner, type, model,

number plate, colour, numbers of numbered units, permissible maximum mass, unladen mass, special notes made in the record-registration certificate) of the vehicle;

**re-equipment** — change in the design of the vehicle related to the alienation of components or equipment required by the vehicle design or setting of off-design components, that affect the ensuring of road traffic safety;

**injured person** — a person who has received bodily injury in consequence of a traffic accident, which determines his or her further hospitalisation or need for ambulatory medical care;

**state registration of a vehicle** — the registration of the origin, change, termination of the rights of ownership, pledge over a vehicle and the right of lease under the leasing contract;

**articulated vehicle** — a power-driven vehicle with a trailer (semi-trailer) attached thereto (power-driven vehicles attached to each other for towing shall not be considered as articulated vehicles);

**give way to other vehicles** — the driver shall not continue or resume his or her advance or manoeuvre, if by so doing he or she might compel the drivers of other vehicles to change the direction or speed of their vehicle abruptly.

*(Article 2 supplemented, edited, amended by HO-72-N of 21 February 2007, supplemented by HO-36-N of 8 April 2010, amended, edited, supplemented by HO-171-N of 15 November 2010)*

### **Article 3.            Legislation on ensuring road traffic safety**

1. The legislation on ensuring road traffic safety shall comprise the Constitution, this Law, other laws and legal acts.
2. The rights and obligations provided for by this Law for citizens of the Republic of Armenia shall apply to persons bearing a status of refugee as prescribed by legislation,

and— in cases provided for by international treaties of the Republic of Armenia— they shall also apply to foreign citizens and stateless persons.

3. Where international treaties of the Republic of Armenia prescribe norms other than those provided for by this Law, the norms of the international agreement shall apply.

## **CHAPTER 2**

### ***STATE POLICY IN THE FIELD OF ENSURING ROAD TRAFFIC SAFETY***

#### **Article 4. State policy in the field of ensuring road traffic safety**

1. The state policy in the field of ensuring road traffic safety (hereinafter referred to as “state policy”) is a system of social, economic, political, organisational, legal measures implemented by state and local self-government bodies aimed at regulating road traffic and creating conditions and guarantees for ensuring safety.

2. State policy shall be implemented as prescribed by this Law, as well as comprehensive and annual programmes for ensuring road traffic safety prescribed by the Government of the Republic of Armenia.

#### **Article 5. Main principles of state policy in the field of ensuring road traffic safety**

1. The main principles of state policy in the field of ensuring road traffic safety shall be as follows:

- (a) the priority of life and health of road-users over the results of economic activity;
- (b) ensuring balance in the rights and lawful interests of citizens, the society and the State while ensuring road traffic safety;

(c) the programme-oriented and goal-oriented approach towards activities aimed at ensuring road traffic safety;

(d) establishing a unified procedure for exercising road traffic.

2. Measures applied for the purpose of ensuring road traffic safety must be relevant to the situation, useful, necessary and moderate.

**Article 6. Main directions of state policy in the field of ensuring road traffic safety**

The main directions of state policy in the field of ensuring road traffic safety shall be as follows:

(a) traffic management;

(b) state regulation and management of the activities of the transport system;

(c) ensuring the safety of road-users on public roads of the Republic of Armenia;

(d) defining the competence of public administration and local self-government bodies in the field of ensuring road traffic safety;

(e) coordinating the activities of public administration and local self-government bodies, non-governmental organisations and other persons for the purpose of preventing traffic accidents, alleviating their severity and consequences;

(f) material and financial support for the measures aimed at ensuring road traffic safety;

(g) training of drivers of vehicles and educating citizens on road traffic safety rules and requirements;

(h) implementing integrated measures aimed at providing medical support in ensuring road traffic safety;

- (i) defining and exercising state supervision over the implementation of the legislation, standards, technical norms and other regulatory legal acts in the field of ensuring road traffic safety;
- (j) prevention, detection (including through video recording or photographing) of infringements of the requirements of the legislation, standards, technical norms, road traffic rules and other regulatory legal acts in the field of ensuring road traffic safety, and taking sanctions provided for by law;
- (k) implementing a policy with social focus in the field of insurance of vehicles and citizens.

#### **Article 7. Traffic management**

1. Right-hand traffic of vehicles shall be prescribed on the roads of the Republic of Armenia.
2. The unified procedure for road traffic in the Republic of Armenia shall be prescribed by road traffic rules approved by the Government of the Republic of Armenia.

#### **Article 8. Organising state record-registration of main indicators of the road traffic safety situation**

1. State record-registration of main indicators of road traffic safety situation shall be conducted in the Republic of Armenia.

Such indicators shall comprise: the number of traffic accidents, persons having suffered in consequence thereof, damaged vehicles, persons infringing the road traffic rules, administrative offences and crimes in the field of road traffic, as well as other indicators reflecting the situation of the road traffic safety and the results of the measures aimed at ensuring the road traffic safety.

2. State record-registration of traffic accidents shall be conducted by the Police in accordance with the procedure prescribed by the Government of the Republic of Armenia.

3. The record-registration of persons having suffered in consequence of traffic accidents (dead and injured persons) shall be conducted by medical organisations in accordance with the procedure prescribed by the Government of the Republic of Armenia.

4. The record-registration of administrative offences in the field of road traffic shall be conducted in accordance with the procedure prescribed by orders of the Head of the Police, and the record-registration of offences in the field of road traffic committed by drivers of vehicles of the Ministry of Defence of the Republic of Armenia — in accordance with the procedure prescribed by orders of the Minister of Defence of the Republic of Armenia.

*(Article 8 edited by HO-72-N of 21 February 2007)*

### **CHAPTER 3**

#### ***POWERS OF PUBLIC ADMINISTRATION BODIES IN THE FIELD OF ENSURING ROAD TRAFFIC SAFETY***

##### **Article 9. Powers of the Government of the Republic of Armenia in the field of ensuring road traffic safety**

In the field of ensuring road traffic safety the Government of the Republic of Armenia shall:

(a) implement state policy and assume liability for ensuring road traffic safety;

- (b) approve the comprehensive and annual programmes for ensuring road traffic safety, as well as the reports submitted by entities implementing them;
- (c) approve the road traffic rules;
- (d) ***(point repealed by HO-228-N of 8 December 2010)***
- (e) establish the procedure for conducting examinations to obtain a driving permit and issuing driving permits, as well as the list of documents subject to mandatory submission for obtaining a driving permit to drive vehicles;
- (f) establish the procedure of licensing for carrying out activities of technical inspection of vehicles, the conditions and requirements of the licence, including the minimum number of process lines operated based on the given licence, the territories where licences are applied within the administrative and territorial units of the Republic of Armenia;
- (g) establish the procedure for carrying out technical inspection of vehicles;
- (h) establish the requirements for the check-ups of the technical condition of vehicles during technical inspection by the use of means for technical diagnosis;
- (i) establish requirements for the technical inspection document (sticker) of vehicles;
- (j) establish technical requirements and operation norms for traffic lights and other technical means;
- (k) establish the procedure for state record-registration of vehicles, the lists of documents subject to mandatory submission for state registration and state record-registration, the forms of the certificate of state registration of the right of ownership of a vehicle and of state record-registration documents (domestic and international certificates, a temporary record-registration certificates);
- (l) establish the procedure for record-registration and issuance of number plates for vehicles, as well as requirements for record-registration number plates;

- (m) establish the criteria for the number plates of vehicles in high demand for record-registration;
- (n) establish requirements for a vehicle driving permit;
- (o) establish the list of vehicles to be furnished with red, blue, yellow (orange), dazzling white flashing beacon lights;
- (p) establish the plans for construction, reconstruction, repair, maintenance of roads and their engineering structures, and for allocation of roadside facilities, as well as the procedure for reaching an agreement with the Police on the schemes for traffic management while conducting road works;
- (q) establish the cases (including mandatory), frequency and implementation procedure for medical accreditation of persons holding a driving permit, as well as persons considered to be driver candidates, establish the lists of medical contraindications, indications and constraints for driving a vehicle, as well as establish the procedure for providing medical aid to those having suffered from traffic accidents;
- (r) establish the procedure for performing a road patrol service;
- (s) establish the procedure for traffic management;
- (t) establish traffic rules for vehicles used to transport heavy goods, or exceeding the dimensions specified by road traffic rules, or operated within an articulated vehicle with two or more trailers;
- (u) establish rules for the carriage of dangerous goods and receptacles not rendered harmless;
- (v) establish the procedure for transferring the removed record-registration number plates to relevant authorities, storing and returning them to the driver (the owner, the representative of the owner);

- (w) establish procedures for granting permission by the Police for re-equipment of vehicles with changed record-registration data and for repeat record-registration of vehicles that have been re-equipped without any permission;
- (x) establish the procedure for granting permission to sell flashing beacon lights for vehicles or equipment for emitting special audible warnings;
- (y) approve the Statute of the “Road Police” Service of the Police of the Republic of Armenia (hereinafter referred to as “the Road Police”);
- (z) exercise other powers prescribed by law;
- (aa) establish the form and procedure for issuing a temporary permission authorising the traffic of goods motor vehicles for the purpose of carriage of goods on roads of built-up areas of the Republic of Armenia where the traffic of goods motor vehicles is prohibited;

***(Article 9 edited by HO-72-N of 21 February 2007, HO-36-N of 8 April 2010, edited, supplemented by HO-171-N of 15 November 2010, amended by HO-228-N of 8 December 2010, HO-332-N of 8 December 2011, edited by HO-183-N of 21 December 2015)***

**Article 10. Powers of the Police of the Republic of Armenia in the field of ensuring road traffic safety**

1. In the field of ensuring road traffic safety the Police of the Republic of Armenia (hereinafter referred to as “the Police”) shall:
  - (a) participate in the implementation of the state policy;
  - (b) participate in the development and implementation of comprehensive and annual programmes for ensuring road traffic safety;

- (c) develop draft legal acts regulating the field and submit them for the consideration of relevant authorities;
- (d) exercise supervision over implementation of the requirements of the legislation for ensuring road traffic safety and undertake measures provided for by law;
- (e) exercise control by using technical means or through technical expert examination to ensure the safety of the technical condition and furnishing of vehicles in the Republic of Armenia during their operation, undertake measures provided for by law;
- (f) grant permission for re-equipment of vehicles with changed record-registration data and for repeat record-registration of vehicles that have been re-equipped without any permission, except for cases of altering the body or chassis with a body or chassis of the same dimensions, respectively, or the engine with an engine of the same technical specifications, or the colour of the vehicle;
- (g) conduct examinations for obtaining a driving permit and issue domestic driving permits in accordance with the procedure prescribed, and — based thereon — also international driving permit;
- (h) regulate road traffic, stop and prohibit the traffic of vehicles in cases prescribed by law;
- (i) establish the prices —based on the criteria— for issuing number plates of vehicles in high demand for record-registration;
- (j) exercise control over bringing the roads and their engineering structures, technical means for traffic management in compliance with the requirements of the technical norms, rules and standards, file requests to eliminate the infringements detected;
- (k) perform road patrol service, through mobile patrol, as a rule;

- (l) regulate the road traffic — including where traffic lights are out of order — first 3 hours - free of charge, and for each subsequent hour - with the condition of payment later on by the authority disposing of the road, that shall be reimbursed by the organisation providing traffic lights service pursuant to the work contract;
- (m) arrange and implement preventive measures aimed at ensuring road traffic safety;
- (n) conduct an examination to check the state of soberness of a driver by contents of pure alcohol in air exhaled by way of technical means as prescribed by law (inspection of the fact of being under the influence of intoxicants);
- (o) provide paid services prescribed by this Law;
- (p) publish information not prohibited by law related to ensuring of road traffic safety;
- (q) cooperate with non-governmental organisations dealing with the issues of ensuring road traffic safety;
- (q.1) conduct state registration, record-registration and attachment of vehicles in accordance with the procedure prescribed, issue a certificate of state registration of the right of ownership of a vehicle, state record-registration documents and record-registration number plates;
- (q.2) grant a temporary permission — in accordance with the procedure prescribed — authorising the traffic of goods motor vehicles for the purpose of carriage of goods on roads of built-up areas of the Republic of Armenia where the traffic of goods motor vehicles is prohibited;
- (q.3) install traffic lights and signs, conduct road markings;
- (r) exercise other powers prescribed by the Law of the Republic of Armenia “On compulsory insurance against liability arising from the use of motor vehicles” and other legal acts.

2. The technical means fixing offences in the field of ensuring road traffic safety shall be installed on roads by competent authorities, on the proposal of the Police.

*(Article 10 edited by HO-72-N of 21 February 2007, supplemented by HO-36-N of 8 April 2010, edited by HO-73-N of 18 May 2010, edited, supplemented by HO-171-N of 15 November 2010, edited by HO-73-N of 18 May 2010, HO-332-N of 8 December 2011, HO-183-N of 21 December 2015)*

## CHAPTER 4

### **MAIN REQUIREMENTS FOR ENSURING ROAD TRAFFIC SAFETY**

#### **Article 11. Main requirements for ensuring road traffic safety during construction, reconstruction, repair and maintenance of roads and their engineering structures**

1. The planning, construction, reconstruction, repair and maintenance of roads and their engineering structures shall be carried out by public administration and local self-government bodies within the scope of the competences reserved thereto by law, the bodies authorised by the Government of the Republic of Armenia, as well as by natural and legal persons having such competences as prescribed by legislation, including the road owners.

2. Reducing capital expenditures— during the planning, construction, reconstruction, repair and maintenance of roads and their engineering structures — at the expense of engineering solutions that affect road traffic safety negatively shall be prohibited.

**Article 12.                    Limitation and (or) termination of road traffic**

Aimed at ensuring road traffic safety the traffic of vehicles may be limited temporarily and (or) terminated in cases and in accordance with the procedure provided for by law.

**Article 13.                    State registration, state record-registration and limitations on vehicles**

1. The rights of ownership, pledge over a vehicle and lease under the leasing contract shall be subject to state registration. The list of the types of vehicles subject to state registration shall be prescribed by the Government of the Republic of Armenia.
2. The right of ownership originating from transactions over the vehicle shall be subject to (shall be submitted for) state registration at the Road Police within a period of 15 days from the day of signing the transaction by the parties, and where the vehicles are imported to the Republic of Armenia under “import for free circulation” customs regime - within a period of 15 days from the day of declaration, except for cases of cancellation of record-registration of a vehicle related to the rejection thereof. The state registration and record-registration of vehicles shall be conducted within one working day after presenting the vehicle (or the statement of information concerning data of the vehicle issued by the administrative unit of the Road Police or by the competent subdivision providing services at the location area of the vehicle) and submitting the documents prescribed by legislation to the Road Police.
3. The rights of ownership, pledge over a vehicle and the right of lease of a vehicle under the leasing contract originating from transactions over the vehicle in the Republic of Armenia shall originate (be recognised by the State) upon state registration. Where the pledged vehicle must — pursuant to law or the contract— be with the pledgee, the right of pledge shall originate upon transferring the pledged vehicle thereto, and where it has been transferred before signing the contract — upon

its signing. The rights and limitations of spouses over a vehicle prescribed by the legislation of the Republic of Armenia shall have legal effect, even if those rights are not registered separately.

4. Transactions over a vehicle may not be conducted without the certificate of ownership of the vehicle, and upon the request of one of the transaction parties, also without a statement of information concerning limitations over the alienation of the vehicle issued by the subdivision of the Road Police having conducted the state registration of the vehicle concerned. The statement of information concerning limitations over the alienation of the vehicle shall be issued within one working day for a period of five days, moreover, every subsequent statement of information concerning limitations over the alienation of the same vehicle shall be issued only after the expiry of the previous statement of information. The risks of failure to register the rights originating from transactions conducted without a statement of information on limitations over the alienation of the vehicle on the grounds of existing attachment shall be incurred by transaction parties.

5. Failure to comply with the requirement to register the rights of ownership, pledge or lease under the leasing contracts originating from transactions over the vehicle shall lead to its invalidity (such transaction shall be null and void), except for the right of ownership having originated in another country as prescribed by the legislation of the country concerned the failure to comply with the requirement of registration thereof shall entail the liability prescribed by law.

6. Where following transactions over a vehicle (purchase of a vehicle) offences are committed by the vehicle concerned before the registration of the right of ownership of the vehicle, the purchaser shall incur the liability provided for by legislation for the owner, if the seller proves that a proper transaction has been concluded between them.

7. Transit number plates shall be provided by the Road Police following completion of customs formalities for vehicles imported to the Republic of Armenia under “import for free circulation” customs regime, the right of ownership whereof is subject to state registration at the Road Police, and for those vehicles not having record-registration number plates, or the record-registration number plates whereof contain non-Latin letters or non-Arabic numerals.

8. For state registration of the right of ownership of a vehicle, the following person(s) shall appear to the competent subdivision of the Road Police:

(1) the alienator (or the representative thereof) and the purchaser (or the representative thereof), where the alienation is effected by a simple written transaction;

(2) only the purchaser (or the representative thereof), if he or she presents:

a. a court judgement having legally entered into force; or

b. a contract on alienation certified by a notary, and if the vehicle is purchased in another country, then a proper document or a customs declaration certifying the right of the purchaser over the vehicle within the meaning of the legislation of the country concerned; or

c. a contract on alienation signed with a compulsory enforcement officer or a manager on bankruptcy matters, or a protocol or contract on purchasing the vehicle from a commodity exchange; or

d. a contract on alienation of vehicles (invoice) — referred to in part 3 of this Article — signed with an economic entity carrying out vehicle trading activities; or

e. a certificate of common joint ownership of spouses issued by a notary; or

f. a document prescribed by law on re-organisation of legal persons, or

g. documents prescribed by legislation certifying the transfer of the right of ownership to the pledgee by confiscation of the pledged vehicle in an extrajudicial procedure;

(3) the heir (or the representative thereof) of the dead owner of the vehicle, if it is registered in his or her name.

9. State registration and record-registration of the rights — provided for by this Law — of a vehicle re-equipped based on the permission of the competent authority, except for cases of cancellation of record-registration related to the rejection of a vehicle, shall be conducted following submission of a document on undergoing technical inspection in the re-equipped condition. In case of re-equipment of the vehicle — irrespective of the type of re-equipment — it shall be prohibited to change the year of release of the vehicle.

10. State registration of vehicles shall be rejected, if:

(1) the non-certified copies of documents are submitted instead of original documents;

(2) the documents prescribed by legislation are not submitted;

(3) there is a discrepancy between the real and documented data of the vehicle;

(4) the vehicle or one of its numbered units is in search;

(5) attachment is imposed on the vehicle as prescribed by law;

(6) the vehicle (or the statement of information concerning data of the vehicle issued by an administrative unit of the Road Police or by the competent subdivision providing services at the location area of the vehicle) has not been presented to the Road Police.

11. The state registration of the right of pledge over a vehicle and the right of lease of a vehicle under a leasing contract shall be conducted within a period of five days following the day of execution of the transaction — based on the application submitted to the competent subdivision of the Road Police — whereto the pledge or leasing

contract of the vehicle properly drawn up in compliance with the requirements prescribed by the legislation of the Republic of Armenia and the copy of the certificate of ownership of a vehicle shall be attached, and the certificate of ownership of a vehicle shall be kept with the pledgee. The right of pledge over a vehicle and the right of lease of a vehicle under a leasing contract shall be registered within one working day following submission of documents referred to in this part to the competent subdivision of the Road Police. The competent subdivision of the Road Police shall conduct the registration of the right of pledge and lease under a leasing contract by taking relevant notes in the registry and in the record-registration card of the vehicle. The form of the registry shall be established by the Head of the Police of the Republic of Armenia.

12. The registration of the right of pledge over a vehicle may not be rejected, except for cases where:

- (1) the application referred to in part 11 of this Article and the documents to be attached thereto are not submitted;
- (2) the registration of the right of pledge will violate the rights of other persons guaranteed by law;
- (3) attachment is imposed on a vehicle as prescribed by part 13 of this Article.

13. In cases of registration of the right of pledge over a vehicle or the right of lease of a vehicle under the leasing contract, as well as imposing attachment or arrest by the decision of competent authorities, including the court decision — in cases provided for by law and as prescribed by law— a restriction (attachment) shall be imposed on the vehicle within the limits provided for by the contracts on the right of pledge or right of lease under the leasing contract, or by the documents on imposing attachment or arrest.

14. The competent subdivision of the Road Police shall impose the attachment by taking relevant notes in the attachment registry and in the record-registration card of

the vehicle. The form of the attachment registry shall be established by the Head of the Police of the Republic of Armenia.

15. The record-registration certificate of a vehicle issued by a state competent authority before 16 October 2010 shall be considered a document certifying the right of ownership of a vehicle, however it shall be prohibited to conduct transactions with that certificate. The owner of a vehicle shall have the right to apply and — based on the record-registration certificate concerned — receive a certificate of registration of the right of ownership of the vehicle free of charge.

16. The person having acquired the right of ownership of a vehicle before 16 October 2010 and having no record-registration certificate for the vehicle may — after 16 October 2010 — submit an application to the state authorised body as prescribed by this Law in order to obtain the registration and record-registration documents of the vehicle.

17. Within the meaning of this Law the registration of the right of pledge over vehicles or right of lease of vehicles under the leasing contract conducted before 16 October 2010 as prescribed by law shall be considered as attachment of a vehicle.

18. State record-registration of a vehicle based on the certificate of state registration of the right of ownership of a vehicle (except for vehicles imported to the Republic of Armenia under “carriage in transit “ and “temporary import” customs regimes) is a function of collecting and recording information on technical specifications of a vehicle, which results in issuing of a record-registration certificate of a vehicle (besides the record-registration date, the record- registration certificate shall also bear the note “Not a ground for alienation” in Armenian and English) and (or) a record-registration number plate, except for vehicles imported to the Republic of Armenia for a period of up to two months under “carriage in transit” and “temporary import” customs regimes, in case whereof no record-registration certificate or number plates shall be issued.

19. A vehicle may not be presented for state record-registration if it has been acquired (imported) for commercial purposes by an economic entity carrying out vehicle trading activities, which is not planning to operate it in the Republic of Armenia, or if it has been imported to the Republic of Armenia under the customs regime other than “import for free circulation” or it will not be operated in the Republic of Armenia.

20. The record-registration of a vehicle shall be conducted in the name of the owner (in case of more than one owners the record-registration of a vehicle — upon the consent of all owners — shall be conducted in the name of one of them).

21. Vehicles imported to the Republic of Armenia under “carriage in transit” customs regime shall be subject to record-registration at the border customs check points along with customs formalities.

22. Vehicles imported to the Republic of Armenia for a period of more than two months under “temporary import” customs regime shall be subject to record-registration by the Road Police, and vehicles imported to the Republic of Armenia for a period of up to two months – by a customs authority.

23. Temporary record-registration documents and record-registration number plates shall be issued for vehicles imported to the Republic of Armenia for a period of more than two months under the “temporary import” customs regime (and if the number plates of a vehicle contain non-Latin letters or non-Arabic numerals, then—irrespective of the time period for import — record-registration number plates shall be issued) except for cases prescribed by the Government of the Republic of Armenia.

24. The procedure for record-registration of vehicles imported to the Republic of Armenia under “temporary import” customs regime shall be established by the Government of the Republic of Armenia.

***(Article 13 edited by HO-72-N of 21 February 2007, HO-36-N of 8 April 2010, edited, amended by HO-332-N of 8 December 2011)***

**Article 13<sup>1</sup>. Procedure for transferring state record-registration data of vehicles**

The record-registration data of vehicles the record-registration (repeat record-registration) or the cancellation of record-registration whereof has been conducted at the Police authorities shall be transferred to relevant local self-government bodies within the time period established by the Government of the Republic of Armenia, and — in cases prescribed by legislation — also to other public administration bodies.

*(Article 13<sup>1</sup> supplemented by HO-72-N of 21 February 2007)*

**Article 13.2. Record-registration number plates of vehicles**

1. Record-registration number plates of a vehicle shall be the property of the State.
2. When changing (alienating) a vehicle the user of the record-registration number plate in high demand shall deposit it to the authority conducting the record-registration of the vehicle. If the user of the record-registration number plates concerned or a close relative thereof (father, mother, brother, sister, spouse, child) presents — within a period of six months — another vehicle belonging thereto by the right of ownership for record-registration, the record-registration number plates shall be provided to the user or the close relative upon paying the state fee prescribed by law for issuing record-registration number plates, and if the record-registration number plates have been issued without an auction before issuing the record-registration number plates in high demand through auctions — also upon paying the price established. In case of not presenting another vehicle for record-registration within the mentioned time period, he or she shall be deprived of the preferential right to use the deposited record-registration number plate. The user of a record-registration number plate in high demand may — at any time — waive the right to use that record-registration number plate. The right to use the record-registration number

plates in high demand may be transferred to the person having inherited the vehicle upon paying the state fee prescribed by law for issuing record-registration number plates, and if the registration number plates have been issued without an auction before issuing the record-registration number plates in high demand through auctions — also upon paying the price established.

3. *(part repealed by HO-332-N of 8 December 2011)*

4. The right to use record-registration number plates in high demand may only be transferred to the close relative referred to in part 2 of this Article by the person entitled to use the given record-registration number plate for the first time, except for cases of transfer by inheritance or to the persons entitled to use the record-registration number plates for the first time.

5. *(part repealed by HO-332-N of 8 December 2011)*

*(Article 13.2 supplemented by HO-171-N of 15 November 2010, amended by HO-332-N of 8 December 2011)*

#### **Article 14.           Main requirements for ensuring road traffic safety during operation of vehicles**

1. The technical condition and furnishing of a vehicle travelling on the road must comply with the requirements of the legislation, standards, rules and technical operating instructions with regard to traffic safety and environmental protection.

2. The owner of the vehicle, the user or the person entitled to use the vehicle shall be held liable as prescribed for maintaining the vehicle travelling on the road in a technically sound state.

*(Article 14 supplemented by HO-72-N of 21 February 2007)*

## **Article 15. Technical inspection of vehicles**

1. Vehicles in operation within the territory of the Republic of Armenia shall be subject to technical inspection as prescribed by the legislation of the Republic of Armenia.

2. The first technical inspection of a vehicle shall be conducted before the record-registration of the vehicle is conducted by the Road Police for the first time.

The technical inspection of a newly released (manufactured in the given year) vehicles shall be conducted within the year following the record-registration of vehicles, before the last day of the month specified (fixed or punched) on the record-registration sticker. A record-registration sticker shall be provided for those vehicles — together with the record-registration number plate — which shall be stuck in the place intended for the technical inspection sticker.

3. The second and consequent technical inspections of the vehicle shall be conducted in the following frequency:

- (a) once every 6 months for public transport vehicles — trolley-buses, buses and passenger taxi motor vehicles conducting regular passenger services (except for passenger taxi motor vehicles owned by natural persons and individual entrepreneurs conducting passenger services with a single passenger taxi motor vehicle);
- (b) once every 2 years for vehicles — the fourth year following the year of their release inclusive (except for the vehicles referred to in point (a) of this part);
- (c) once a year for vehicles, including passenger taxi motor vehicles owned by natural persons and individual entrepreneurs conducting passenger services with a single passenger taxi motor vehicle — starting from the fifth year following the year of their release; and once a year for home-built vehicles or vehicles with unspecified year of manufacture (except for the vehicles referred to in point (a) of this part);

The vehicles must undergo a technical inspection in the year compliant with the requirement of this part before the last day of the month specified on the sticker issued as a result of the previous technical inspection.

4. Technical inspection shall be conducted by organisations having a licence for activities of technical inspection of vehicles, except for trolley-buses the technical inspection whereof shall be conducted by the organisations operating them.

The technical inspection of service vehicles of the state authorised body in the field of defence of the Republic of Armenia, the National Security Service of the Republic of Armenia, the State Protection Service and the Police of the Republic of Armenia shall be conducted at competent subdivisions of relevant state authorities, in accordance with the procedure prescribed by the orders of the heads of the state authorities.

The principles for formation of tariffs for technical inspection of vehicles and the state authorities approving them shall be prescribed by law.

5. The number of process lines being operated shall be stated in the licence based on the number of vehicles the record-registration whereof has been conducted in the territory where the licence is applied. The licensed person may locate the process lines thereof in one or several places within the territory where the given licence is applied. The licensed person shall not have a right to conduct sales and purchases of vehicles, repair of vehicles, activities of hiring out vehicles.

6. As a result of technical inspection the licensed person having conducted the inspection of vehicles compliant with the requirements for operation shall issue a sticker in the form established, which must be stuck on the vehicle in the lower right corner of the windscreen from the driver's side, except for trailers (semi-trailers) the technical inspection sticker whereof shall be with the driver of the towing vehicle.

7. The sticker shall be strictly considered as a record-registration document. The stickers shall be provided to the licensed person by the authorised body of the

Government of the Republic of Armenia levying state duty prescribed by law for each unit in favour of the State Budget.

*(Article 15 edited by HO-72-N of 21 February 2007, amended, supplemented, edited by HO-171-N of 15 November 2010, edited, supplemented by HO-167-N of 22 June 2012, supplemented by HO-169-N of 20 November 2014)*

**Article 16. Main requirements for ensuring road traffic safety during the maintenance service and repair of a vehicle**

1. The norms, rules and procedures for maintenance service and repair of a vehicle shall be established by the organisation manufacturing the vehicles, taking into consideration the conditions of its operation.
2. For the purpose of ensuring road traffic safety, a certain category of vehicles shall be furnished with red, blue, yellow (orange), dazzling white flashing beacon lights.

**Article 17. Grounds and procedure for stopping a vehicle**

1. The police officer regulating the road traffic shall be obliged to stop the vehicle by making a signal as prescribed by part 3 of this Article, where:
  - (a) obviously or by the use of technical means it appears that the driver has infringed the requirements of road traffic rules, or the motion of the vehicle or the goods transported; or the behaviour of the driver or passengers obviously create danger for traffic safety;
  - (b) there are sufficient grounds to suspect that the vehicle or persons inside it are in search;
  - (c) there is a need to inform the drivers about the dangers, adverse conditions that have emerged on the road.

2. Except for cases referred to in part 1 of this Article, police officers may also stop the vehicles when holding special events authorised by the Head of the Police of the Republic of Armenia or the person substituting him or her.
3. The requirement on stopping the vehicles shall be made by the police officers regulating the road traffic through a pylon sign facing the vehicles, a disc with a red signal or through a loudspeaker. In order to attract the attention of road-users, a signal may also be made with a whistle. While regulating the road traffic the police officer may— based on the situation and in parallel to regulatory signals — make other signals with a spare hand comprehensible to drivers and pedestrians. The signals must be comprehensible to the driver and made in due time so that the fulfilment of their requirements does not lead to emergency.
4. In cases provided for by part 1 of this Article, after stopping the vehicle the regulating police officer shall be obliged to immediately approach the driver, introduce himself or herself, inform about the reason for stopping and — recording the infringement as prescribed by law — allow the further traffic of the vehicles except for cases provided for by points (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (m), (n) and (p) of part 1 of Article 18 of this Law.
5. In case of necessity to receive information about the road condition or traffic accidents having occurred, dangers created on the roads and (or) other information about ensuring road traffic safety, the regulating police officer may stop the vehicles by making a signal as prescribed by part 3 of this Article.
6. After performing the activities referred to in point (c) of part 1 and by part 5 of this Article, the police officer shall allow the further traffic of a vehicle unless the grounds specified in point (a) or (k) of part 1 of Article 18 of this Law emerge.
7. After stopping the vehicles, the police officer may offer the driver to leave the cabin or the compartment of the vehicle, where:

- (a) it is necessary to eliminate the technical malfunction of the vehicle or the infringement of rules for the carriage of goods;
- (b) there are sufficient grounds to suspect that the driver is under the influence of intoxicants;
- (c) the vehicle has been stopped under suspicion of being in search and it is necessary to compare the numbers of the engine, body or chassis of the vehicle — with the participation of the driver — with the notes made in the registration document of the vehicle;
- (d) the driver or the passenger is suspected of committing a crime;
- (e) it is necessary to draw up a protocol — with the participation of the driver — or provide aid to other road traffic users.

8. A liability shall arise for exceeding the established traffic speed and infringing the established amount of light transparency of glasses of vehicles, when the infringement concerned is supported by use of relevant technical means.

***(Article 17 supplemented, amended, edited by HO-72-N of 21 February 2007, amended by HO-171-N of 15 November 2010)***

## **Article 18. Grounds for prohibiting the traffic of a vehicle**

1. The traffic of a vehicle shall be prohibited, where:

- (a) the driver is driving the vehicle under the influence of intoxicants or refuses to undergo or in any manner avoids the examination of the state of sobriety;
- (b) the driver is deprived of the right to drive the vehicle;
- (c) the driver is driving the vehicle without a right to drive a vehicle of the given category;
- (d) the driver is driving the vehicle without having a driving permit with him or her;

- (e) the driver is driving the vehicle with a false or invalidated driving permit;
- (f) the driver is driving the vehicle without any documents or accessories specified in the driving permit;
- (g) the driver is driving the vehicle with a false record-registration certificate or without any record-registration certificate;
- (h) the driver is driving the vehicle with record-registration number plates that are false, changed or do not comply with the standard (in case of temporary number plates, also with expired number plates) or without any record-registration number plates;
- (i) the driver is driving the vehicle without any documents prescribed by legislation;
- (j) the vehicle or the person inside it is in search, or there are reasonable doubts that a crime has been committed with the vehicle, or that there are persons inside it who are planning, committing or having committed a crime;
- (k) the vehicle has not undergone the technical inspection within the time period prescribed by law, or the technical inspection or record-registration sticker of the given year is not stuck in the manner prescribed;
- (l) the vehicle is re-equipped illegally;
- (m) the vehicle has caused such a traffic accident, which has entailed infliction of harm to the life or health of a person, or it is involved in such an accident;
- (n) the road fee provided for the use of motor roads of the Republic of Armenia — for vehicles with record-registration conducted in other countries, as well as for heavy vehicles and (or) vehicles with large dimensions (with or without goods) — is not paid in the manner prescribed;
- (o) the vehicle is furnished — without any relevant permission — with flashing beacon lights and (or) special audible warnings; or colour drawings, writings and other notes are stuck — without any relevant permission — on the external surface of

the body of the vehicle; or they do not comply with the requirements of the legislation or standards;

(p) the vehicle is furnished with aggregates or components that have false, changed (erased) numbers;

(q) the eye or the upper or lower extremity, the wrist or foot of the driver are missing, or deformities of wrist or foot, as well as deformities and defects of fingers or phalanges exist, which cause limitation of movements and result in a serious impairment of the functions of the extremity, except for cases of driving vehicles adjusted to the ability of the person concerned.

(r) in other cases prescribed by law.

2. The operation of motor vehicles, buses, articulated vehicles, trailers, motorcycles, mopeds, cycle-cars, tractors and other self-propelled vehicles, the technical condition and furnishing whereof do not comply with the list of malfunctions and conditions prohibiting the operation of the vehicles established by the Government of the Republic of Armenia shall also be prohibited.

3. Vehicles creating hindrance for road-users or those having stopped in places where parking is prohibited shall be transported to a special area, if the driver is not in place or refuses to eliminate the hindrance or the infringement of parking rules.

4. In the case prescribed by part 5 of this Article search of a vehicle shall be announced by the Head of the Police (deputy heads of the Police) or the officials authorised by the Head of the Police.

5. Search of a vehicle may be announced where an offence has been committed with the vehicle concerned.

***(Article 18 edited by HO-72-N of 21 February 2007, supplemented, amended by HO-171-N of 15 November 2010, supplemented by HO-183-N of 21 December 2015, HO-11-N of 21 December 2015)***

**Article 18<sup>1</sup>. Procedure for forced transportation of vehicles to the special area and imposing attachment thereon**

1. In cases provided for by points (a), (b), (c), (d), (e), (f), (g), (h), (i), (j), (m), (n), (o), (p) and (q) of part 1 of Article 18 of this Law, the road traffic controller shall be obliged to impose attachment on the vehicle by forced transportation thereof to the protected special area as prescribed by this Article. In cases provided for by points (a), (b), (c), (d), (e) and (f) of part 1 of Article 18 of this Law — upon the consent of the driver of the vehicle — the vehicle may be transferred to a person having the right to drive vehicles of the given class.
2. Forced transportation shall mean a temporary compulsory measure for ceasing the use of the vehicle, which includes (in case of impossibility to eliminate the reason for imposing attachment at the place where an administrative offence has been detected) the transfer of the latter to a special area.
3. Where there are grounds for forced transportation of a vehicle and imposing attachment thereon, the competent official shall take necessary actions to remove the driver from driving the vehicle as prescribed by Article 24<sup>1</sup> of this Law and to carry out the forced transportation of the vehicle to the special area.
4. The transfer of the vehicle to the special area shall be carried out by the official in person or with the help of another vehicle.
5. In the absence of the driver of a vehicle, the person carrying out the forced transportation of a vehicle shall immediately inform the subdivision of the Police providing services in the given territory about forced transportation thereof to the special area. The subdivision shall inform the owner of the vehicle or the representative thereof about the location of the vehicle.
6. The forced transportation of vehicles owned to the Armed Forces of the Republic of Armenia shall be carried out in compliance with this Article, locating them in garrison parks.

The forced transportation of vehicle carrying explosive, flammable, radioactive and drastic toxic substances and other special goods shall be carried out in compliance with this Article, locating them in areas guarded by an authorised state body of the rescue service.

The forced transportation of trolley-buses shall be carried out in compliance with this Article, locating them in appropriate parks.

The procedure for forced transportation of vehicles — owned by the Armed Forces of the Republic of Armenia— transporting explosive, flammable, radioactive and drastic toxic substances and other special goods, as well as trolley-buses, and transferring them to the relevant bodies, shall be established by the Government of the Republic of Armenia.

7. The competent official shall draw up a protocol on forced transportation of a vehicle to the special area and imposing attachment on it, the form whereof shall be established by the order of the Head of the Police of the Republic of Armenia.

The protocol shall specify the list of goods found in the vehicle subjected to forced transportation. The copy of the protocol shall be handed over to the person against whom the compulsory measure has been imposed, and also to the person responsible for the maintenance of the vehicle in the special area in case of transporting the vehicle to the special area.

8. The time period for imposing attachment on a vehicle and maintenance thereof shall be calculated by days and hours starting from the moment of its location in the special area.

9. Where the person disposing of the vehicle or the person responsible for the operation of a vehicle— within a period of 120 hours upon taking the vehicle under attachment:

(a) eliminates the causes for attachment, then the Police shall immediately lift the attachment of the vehicle;

(b) does not eliminate the causes of attachment or, eliminating the causes of attachment, does not remove the vehicle from the special area, then, for the purpose of covering the expenses for the maintenance of a vehicle, the driver (owner, representative of the owner) of the vehicle shall be charged a fee for each following full day in the amount of 50 per cent of the minimum salary established by law, which shall be transferred to the extra-budgetary fund (account) of the Police.

10. In case the maintenance expenses are not voluntarily paid by the driver (owner, representative of the owner) of the vehicle, they shall be subject to confiscation as prescribed by law.

11. The procedure established by point (b) of part 9 of this Article shall not apply for cases of imposing attachment on a vehicle where there are grounds provided for by point (j) of part 1 of Article 18 of this Law, and when imposing attachment on the vehicle where there are grounds provided for by point (m) of part 1 of Article 18 of this Law, it shall apply in 120 hours after notifying the driver (owner, representative of the owner) of the vehicle following the examination of the case.

12. In cases when the law provides for the forfeiture of the tool or direct object of the offence, the reasons for imposing attachment on the vehicle shall be eliminated by the competent official.

13. The driver (owner, representative of the owner) shall be permitted to approach the vehicle maintained in the special area only in the presence of the person in charge of its maintenance.

14. Making sure that the reasons for forced transportation of the vehicle are eliminated, the competent official shall give a written permission on releasing the vehicle under attachment in the special area, and shall make relevant notes in the

protocol on forced transportation of the vehicle to the special area and taking thereof under attachment.

15. The vehicle subjected to forced transportation shall be transferred to the driver (owner, representative of the owner) following the payment, in full, of the expenses for the maintenance of the vehicle in the special area.

16. The record-registration of vehicles subjected to forced transportation and vehicles under attachment shall be conducted in the special areas, the procedure whereof shall be established by the regulatory order of the Head of the Police.

***(Article 18' supplemented by HO-72-N of 21 February 2007, amended by HO-171-N of 15 November 2010)***

**Article 18<sup>2</sup>.            Prohibiting the operation of vehicles by removing the record-registration number plates**

1. In cases provided for by points (k), (l) of part 1 and part 2 of Article 18 of this Law, the police officer ensuring road traffic safety shall be obliged to record the infringement and remove the record-registration number plates of the vehicle as prescribed by this Article, except for cases, when the technical inspection or record-registration sticker is with the driver. In such cases the sticker shall be stuck in the place established and further operation of the vehicle shall be permitted.

2. In cases of removing the number plates of the vehicle in cases stated in points (k) and (l) of part 1 of Article 18 of this Law the driver shall be issued a temporary number plate for a period of 10 days in order to take the vehicle for technical inspection, or to bring it to its manufacturing look, or to legalise the re-equipment, and in cases referred to in part 2 of Article 18, the malfunctions shall be eliminated on the spot or the driver shall take the vehicle to a place of maintenance service or repair.

3. In case of prohibiting the operation of vehicles by removing the record-registration number plates and providing temporary number plates, the competent official shall draw up a protocol. The form of the temporary number plate shall be established by the Government of the Republic of Armenia, and the form of the protocol – by the Head of the Police.

After eliminating the reasons for prohibiting the operation of a vehicle by removing the record-registration number plates, the record-registration number plates shall be immediately returned to the driver (owner, representative of the owner) of the vehicle.

***(Article 18<sup>2</sup> supplemented by HO-72-N of 21 February 2007)***

**Article 19.                    Measures for traffic management and requirements for  
ensuring safety in the meantime**

1. For the purpose of increasing road traffic safety and road capacity, measures for traffic management shall be undertaken — as prescribed by legislation — by public administration and local self-government bodies authorised by the Government of the Republic of Armenia and by other persons disposing of the road.

2. It shall be prohibited to undertake other measures of increasing road capacity and traffic management in the prejudice of the situation of the road traffic safety.

3. Where real threats to road traffic safety emerge, the person disposing of the road or providing road services in the manner prescribed shall immediately inform the Police of the Republic of Armenia and other authorities concerned, as well as the general public thereon through the means of mass media and other means available to the public.

***(Article 19 edited by HO-72-N of 21 February 2007)***

**Article 20.                    Obligations of officials of organisations operating vehicles  
towards ensuring road traffic safety**

1. Within organisations operating vehicles, the official appointed by the head of the organisation, and in case of absence thereof —the head of the organisation shall be responsible for the technical condition and operation of vehicles.
2. For the purpose of ensuring road traffic safety, the persons responsible for the operation of vehicles shall be obliged — as prescribed by legislation— to:
  - (a) arrange the work of drivers;
  - (b) maintain the working conditions and recreation of drivers;
  - (c) analyse and eliminate the causes of a traffic accident having occurred with the participation of a vehicle owned and (or) operated thereby, its consequences and (or) causes of infringement of road traffic rules;
  - (d) ensure the compliance of technical conditions of vehicles with the requirements of road traffic safety and prohibit the operation of a vehicle with technical malfunctions.
3. The official responsible for the technical conditions and operation of vehicle shall be prohibited to:
  - (a) let on the route the vehicles with technical malfunctions, in the presence whereof their operation shall be prohibited, or which are re-equipped without relevant permission, are not registered as prescribed by legislation, have not undergone state technical inspection;
  - (b) allow the driving of a vehicle under the influence of intoxicants, as well as by persons not having the right to drive the vehicle of the given class or not having undergone periodic medical examination in the manner prescribed;
  - (c) instruct to drive tractors, self-propelled vehicles and other caterpillar vehicles on roads with asphalt or cement-concrete surface;

(d) let on the route the vehicle without any document with an indication certifying its technical condition and the state of health of the driver.

**Article 21. Obligations of persons responsible for the maintenance of the road and its engineering structures**

1. Officials and other persons responsible for the maintenance of the road and its engineering structures shall be obliged to:

(a) maintain the road and its engineering structures in safe condition for traffic ensuring the requirements of the legislation, standards, norms and rules on road traffic safety;

(b) undertake immediate measures to eliminate any obstruction threatening road traffic safety — upon necessity — temporarily limiting or prohibiting road traffic in given part of the road;

(c) inform the road-users through means of mass media, by use of technical means or information panels and (or) by other publicly accessible means about any changes and (or) limitations of traffic management, including about the change of road traffic signs.

2. The official responsible for carrying out works on the road shall be obliged to arrange those works ensuring road traffic safety. The place for carrying out works on the road, as well as the road vehicles, construction materials, structures and other objects — necessary for carrying out the works — located in that place shall be marked with relevant road signs, directing or fencing equipment, and in the hours of darkness and under conditions of insufficient visibility — also with red or yellow signal lights.

3. After completion of the road works, the safe traffic of vehicles and pedestrians shall be immediately ensured.

**Article 22. Provision of medical support in ensuring road traffic safety**

The provision of medical support in ensuring road traffic safety shall be conducted by healthcare organisations or doctors authorised for it as prescribed by legislation.

**Article 22.1. Medical contraindications, indications and constraints for the operation of a vehicle**

1. The disease (condition) the presence of which is a hindrance to the operation of a vehicle shall be considered as a medical contraindication for the operation of a vehicle.
2. Any disease (condition), in case of which the operation of a vehicle is permitted for furnishing a vehicle with special appliances, or for the use of special appliances and (or) medical products by the driver, or in the presence of certain structural characteristics of a vehicle, shall be considered as a medical indication for the operation of a vehicle.
3. The disease (condition) the presence of which is a hindrance to the safe operation of a vehicle of a certain category (subcategory), significance or with structural characteristics shall be considered as a medical constraint for the operation of a vehicle.

***(Article 22.1 supplemented by HO-183-N of 21 December 2015)***

**CHAPTER 5**

***RIGHTS AND OBLIGATIONS OF ROAD TRAFFIC USERS***

**Article 23. Main rights and obligations of road traffic users**

1. Road traffic users, as prescribed by legislation, shall have a right to:
  - (a) move along the road freely and without any hindrance;

- (b) receive information about the road condition, about road traffic limitation and (or) prohibition, as well as about other measures for ensuring road traffic safety;
- (c) receive free medical aid, rescue and other first aid from relevant competent organizations and persons in case of traffic accidents;
- (d) appeal the actions of officials exercising powers in the field of ensuring road traffic safety.

2. The exercise of his or her rights by a road traffic user may not limit or violate the rights of other road-users.

3. The road traffic user shall be obliged to observe the road traffic rules approved by the Government of the Republic of Armenia, as well as the legitimate demands of police officers and other persons authorised to regulate the traffic, and shall not cause an emergency by actions thereof.

4. It shall be prohibited to damage or litter the road surface, damage, close, remove or install technical means for traffic management, leave construction materials or other goods and objects on the road, which may hinder the road traffic. Any person creating such a situation shall be obliged to undertake all possible measures to immediately eliminate the hindrance, and— where it is not possible — shall inform the road traffic users about the danger and inform the Police.

***(Article 23 edited by HO-72-N of 21 February 2007)***

#### **Article 24. Main obligations of owners and drivers of vehicles**

1. The owner of a vehicle shall be obliged to ensure the technical operational state of the vehicle in conformity with the list of conditions allowing the operation of the vehicle and the malfunctions and conditions prohibiting operation.

2. The driver of a vehicle shall be obliged to:

(a) check the following before starting to move:

(1) the facts that the vehicle has undergone technical inspection or is not re-equipped illegally;

(2) the operability of the brake system, steering control, lamps and rear position lights (in the hours of darkness, under conditions of insufficient visibility), or the windscreen wiper (at times of rain or snow), the trailer (within an articulated vehicle), as well as the compliance of the residual height of the pattern of the protective layer of the tire with the norms established. The mentioned requirement shall apply to the driver of the vehicle while driving as well;

(b) upon the request of the police officer:

(1) not to obstruct the police officer to inspect the vehicle and the goods — in cases prescribed by law— in the presence thereof and in the presence of citizens (the inspection of military vehicle shall be conducted with the participation of the relevant authority);

(2) to undergo relevant examination — where there are sufficient grounds on being under influence of intoxicants — to determine the state of soberness (the soberness of drivers of military vehicles shall be determined in the presence of a representative of the relevant authority);

(c) to provide the vehicle in support of:

(1) police officers to take persons in need of emergency medical aid to a medical establishment;

(2) medical workers, who are moving in the same direction to provide medical aid (upon the consent of the driver);

(3) police officers, in cases and as prescribed by the legislation of the Republic of Armenia;

(d) in case of being involved in a traffic accident:

(1) to immediately stop the vehicle, turn on the emergency light signal as established by road traffic rules, and not to move neither the vehicle nor objects related with the accident (for the purpose of ensuring post-accident safety at the scene of the traffic accident, the emergency light signals of the vehicle standing in the immediately vicinity of the scene of the incident must also be on);

(2) to undertake necessary measures to provide first medical aid to the injured, call an “Ambulance” or other specialised service and — in the last resort — take the victims to the nearby medical institution on the vehicle moving in the same direction or on his or her vehicle, report there his or her surname, the registration number plates of the vehicle (presenting a personal identification document or a driving permit and a registration certificate of the vehicle), afterwards, return to the scene of the accident;

(3) to free the carriageway as prescribed by part 4 of this Article, where the traffic of other vehicles is obstructed;

(4) to report to the Police on the accident and wait until police officers arrive.

3. Where the driver does not provide the vehicle voluntarily in cases provided for by subpoint 1 of point (c) of part 2 of this Article, the police officer shall have the right to remove him or her from driving the vehicle and use the vehicle. The mentioned requirement shall not apply to the drivers of vehicles owned by operative services, diplomatic, consular representatives, representatives of foreign states, international organisations and disabled persons.

Police officers may also remove the drivers of vehicles from driving in other cases prescribed by law.

4. Where there are no victims of a traffic accident the drivers — with a mutual consent on assessment of the accident situation — may draw up and sign the scheme of the accident in advance, report to a nearby post of the road patrol service or to a territorial body of the Police to have the accident recorded in the manner prescribed.

5. The driver of a power-driven vehicle, as well as a tramway — in addition to what is referred to in part 2 of this Article — shall be obliged:

(a) to have with him or her and — upon the request of the police officers, as well as other persons authorised for regulating the road traffic as prescribed by law — present the following for inspection:

(1) the driving permit for driving the vehicle of the given category (or a temporary driving permit for driving a vehicle or a permission with a personal identification document), and in cases specified therein — also a medical certificate;

(2) record-registration documents of the vehicle;

(3) ***(subpoint repealed by HO-72-N of 21 February 2007)***

(4) other documents provided for by law for carriage of passengers and goods (a permit for the carriage of heavy goods, goods with large dimensions and dangerous goods, etc.);

(b) to be fastened when driving vehicles furnished with seat belts designed by the structure and not to carry passengers who have not fastened their seat belts. It shall be permitted not to fasten seatbelts for children under the age of 12 (except for mandatory cases of fastening as prescribed by law), as well as for the vehicle driving instructor — when it is driven by the learner driver and in built-up areas, in addition to this, for the drivers and passengers of motor vehicles of operative services having colour-graphic shading on the exterior;

(c) to wear a buttoned helmet when driving a motorcycle and not to carry passengers not wearing buttoned helmets.

6. The driver of a power-driven vehicle travelling on international road traffic shall be obliged:

(a) to have a driving permit with him or her complying with the requirements for documents provided for international road traffic, a registration certificate of the

vehicle, and, in case of availability of intergovernmental agreements signed by the Government of the Republic of Armenia with other states, other documents as well;

(b) to have number plates with Latin letters and Arabic numerals on the vehicle and the distinguishing sign of the country in which the vehicle is registered.

7. The driver shall be prohibited to:

(a) drive the vehicle under the influence of intoxicants;

(b) entrust the driving of the vehicle to persons under the influence of intoxicants or to persons not having with them a driving permit for driving a vehicle of the given category;

(c) leave his or her seat or leave the vehicle, where he or she has not taken all necessary measures that exclude the movement of the vehicle by itself, or its use in the absence thereof;

(d) open the doors of the vehicle while it is in motion;

(e) open the doors of the vehicle even while stopping, if that will be a hindrance to the other road traffic users;

(f) use radio communication and telephone communication in motion — where they are not equipped with equipment for using those devices without the use of hands (except for drivers of vehicle of operative services performing duty assignments) —or smoke while the vehicle is in motion;

(g) throw goods and objects out of the vehicle;

(h) use alcoholic beverages, psychotropic substances or other means causing disturbance of consciousness after a traffic accident with which he or she has a relation, or after the vehicle is stopped by a police officer, before conducting an inspection of the state of sobriety or taking a decision on not subjecting him or her to the inspection of the state of sobriety.

8. Mopeds, cycles or animal-drawn vehicles (cartage) must be driven and pack and (or) saddle animals must be guided in a single line, on the side lane of the road, as much to the right as possible. It shall be allowed to move on the roadsides, if it does not obstruct the pedestrians.

When moving along the carriageway, columns of cyclists, animal-drawn vehicles (cartages), pack and saddle animals must be divided into groups, 10 cyclists, pack and saddle animals in each, or 5 animal-drawn vehicles (cartages). In order to make overtaking easy, the distance between them must be 80-100 metres.

9. On a cycle path located outside intersections and on an uncontrolled crossroad, drivers of mopeds and cyclists must give way to vehicles travelling on the road.

In places with limited visibility while leaving a neighbouring area or a secondary road, the drivers of an animal-drawn vehicle (cartage) shall lead the animals by reins.

10. As a rule, animals must be guided through road during daytime, moreover, as much on the right edge of the road as possible.

When guiding animals through level-crossings, the cattle must be divided into groups of such lengths so that — depending on the number of drivers — it is possible to ensure the safety of the passage.

11. Drivers of mopeds and cyclists shall be prohibited to:

- (a) ride without holding the handlebars;
- (b) carry passengers (except for children up to 7 years old on additional seats furnished with reliable foot bars);
- (c) carry goods, where they hamper the riding or where the goods exceed the dimension of the vehicle by more than 0.5 metres in length or width;
- (d) ride outside the path in case of availability of a cycle path;
- (e) make a left turn or a U-turn when a tramway is passing, as well as on roads with more than one traffic lane in the given direction.

It shall be prohibited to tow mopeds or cycles, as well as to tow with them, except for trailers structurally designed for joint use.

12. Drivers of animal-drawn vehicles (cartage), persons guiding pack, saddle animals and cattle shall be prohibited to:

- (a) leave the animals on the road without control;
- (b) graze the animals in the green dividing strips of the road, in territories near the road by 100 metres, as well as to gather them on carriageways and pavements;
- (c) take the cattle across railroads and roads in the hours of darkness and under conditions of insufficient visibility, and in other times — outside the places designed for it;
- (d) guide the animals on roads with asphalt-concrete and cement-concrete surface where other paths are available.

It shall be prohibited to drive an animal-drawn vehicle, where it:

- (a) is not furnished with a parking brake and wheel blocks;
- (b) does not have two white reflex-reflectors or lamps at the front (to drive in the hours of darkness or under conditions of insufficient visibility);
- (c) does not have two red reflex-reflectors or lamps at the rear.

***(Article 24 edited, amended, supplemented by HO-72-N of 21 February 2007, amended, supplemented by HO-171-N of 15 November 2010, supplemented by HO-183-N of 21 December 2015)***

#### **Article 24<sup>1</sup>. Procedure for removing the driver of a vehicle from driving it**

1. For the purpose of removing the driver from driving the vehicle, the police officer shall request that he or she steps out of the compartment (cabin) of the vehicle. Where the driver does not act on that request, the police officer shall be entitled to

apply special means provided for by Article 31 of the Law of the Republic of Armenia “On Police”.

2. In case of removing the driver from driving the vehicle, the police officer shall ensure the fulfilment of the requirements of Article 5 of the Law of the Republic of Armenia “On Police”.

3. In case of removing the driver from driving the vehicle, the police officer shall ensure the transportation of the passengers and the safety of goods.

4. Where the police officer removes the driver from driving the vehicle for the purpose of using the vehicle, upon the request of the driver he or she shall be obliged to provide him or her with an appropriate certificate (card), stating the duration of the trip, the distance covered, his or her last name, position, number of service certificate and the name of the subdivision.

***(Article 24' supplemented by HO-72-N of 21 February 2007)***

## **Article 25. Main obligations of pedestrians**

1. Pedestrians shall be obliged to move along pavements or pedestrian paths and — in the absence thereof — along roadsides. Pedestrians carrying bulky objects, as well as those travelling on wheelchairs without an engine, may move along the edge of the carriageway, where their traffic obstructs other pedestrians moving along pavements and paths.

2. In the absence of pavements, pedestrian paths or roadsides, as well as in case of impossibility to move along them, pedestrians may move along a cycle path or the edge of the carriageway of the road, in a single line (on the roads with dividing strips — along the external edge of the carriageway).

3. When moving along the carriageway, pedestrians shall walk against the flow of vehicles, and those moving on wheelchairs without an engine, as well as persons

carrying motorcycles, mopeds or cycles — in the same direction as the flow of vehicles.

4. The movement of organised pedestrian columns along the carriageway shall be allowed only on the right side, with no more than 4 persons in a row, in the same direction as the flow of vehicle. On the left side of the column, from front and back, there shall be escorts with red flags, and in the hours of darkness and under conditions of insufficient visibility – with white lamps at the front and red lamps at the back.

5. Groups of children shall be allowed to be led only along pavements and pedestrian paths and, in the absence thereof, along roadsides, but during daytime and accompanied by adults.

6. Pedestrians must cross the carriageway at pedestrian crossings and, in the absence thereof, from at intersections, in the direction of pavements or roadsides.

7. Where there is no pedestrian crossing and an intersection, it shall be permitted to cross the roads not having a dividing strip or a wall, vertical to the edge of the carriageway, in a part where there is good visibility from both sides.

8. In places where the traffic is regulated, pedestrians must be guided by the signs of the traffic controller or the light for pedestrians, and — in the absence thereof — by the signs of the traffic light.

At uncontrolled pedestrian crossings, pedestrians may enter the carriageway only by taking the speed of the approaching vehicle and the distance between them into account, and by making sure that the crossing is safe for them.

9. Pedestrians crossing the carriageway outside pedestrian crossings shall not create an obstruction for vehicles in traffic, and may appear from behind a standing vehicle or other obstruction limiting visibility, only if they are sure that there are no vehicles approaching.

10. Entering the carriageway, pedestrians shall not stand there or hesitate, if the passage is safe. Pedestrians who have not managed to finish the passage shall stand on the safety island or on the line separating transport flows from the opposite direction. The passage may be resumed only after making sure that the further traffic is safe.

11. Pedestrians shall not start crossing the carriageway in case the blue or blue and red flashing beacon lights and special sound signal are turned on the approaching vehicles, and the pedestrians in the carriageway shall give way to the mentioned vehicles and those escorted by them immediately freeing the carriageway.

12. It shall be permitted to wait for public transport vehicles and “passenger taxi motor vehicles” only on the platform raised from the carriageway and, in the absence thereof, on pavements or roadsides. In stopping points not furnished with a raised platform it shall be permitted to enter the carriageway only after the approaching vehicle stops. After getting off the vehicle, one should immediately free the carriageway.

***(Article 25 amended, supplemented by HO-72-N of 21 February 2007, amended by HO-171-N of 15 November 2010)***

## **Article 26. Main obligations of passengers**

1. A passenger shall be obliged to:

(a) be fastened with seat belts when travelling on vehicle furnished with seat belts designed by the structure, and when travelling on a motorcycle or other motor vehicles — wear a buttoned helmet;

(b) get on/into or off the vehicle only from the side of the pavement or roadside after the vehicle stops, and — where it is impossible — from the side of the

carriageway, provided that it will be done safely and will not create any obstruction for other road-users.

2. A passenger shall be prohibited to:

- (a) divert the attention of the driver from managing the vehicle;
- (b) stand, sit on the sides of the body or on the goods located higher than the body when travelling in the body of a goods motor vehicle with a ribbed body;
- (c) open the doors of the vehicle while it is in motion, as well as open the doors during stoppage, where that may create an obstruction for other road traffic users;
- (d) stretch out of the vehicle or throw some objects out while the vehicle is in motion.

***(Article 26 amended by HO-171-N of 15 November 2010)***

## **CHAPTER 6**

### ***THE RIGHT TO DRIVE A VEHICLE***

#### **Article 27. Classification of vehicles and the right to drive them**

1. Power-driven vehicle shall be classified into the following categories and subcategories:

- (1) “A1” subcategory — motorcycles (light motorcycles) with an engine of no more than 125 cc displacement and no more than 11 kW (or 15 horse power) maximum power;
- (2) category “A” — motorcycles, other than vehicles in subcategory “A1”;
- (3) subcategory “B1” — tricycles and quadricycles;
- (4) category “B”:

- a. motor vehicles, other than those in category “A”, having a permissible maximum mass of 3 500 kg or no more than eight seats in addition to the driver's seat; or
- b. a motor vehicle, other than those in category “A”, having a permissible maximum mass of 3 500 kg or no more than eight seats in addition to the driver's seat, coupled to a trailer the permissible maximum mass of which does not exceed 750 kg; or
- c. a motor vehicle, other than those in category “A”, having a permissible maximum mass of 3 500 kg or no more than eight seats in addition to the driver's seat, coupled to a trailer the permissible maximum mass of which exceeds 750 kg, but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 3 500 kg;

(5) subcategory “C1”:

- a. goods motor vehicles, other than those in category “D”, the permissible maximum mass of which exceeds 3 500 kg but does not exceed 7 500 kg; or
- b. goods motor vehicles, other than those in category “D”, the permissible maximum mass of which exceeds 3 500 kg but does not exceed 7 500 kg, coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;

(6) category “C”:

- a. goods motor vehicles, other than those in category “D”, having a permissible maximum mass exceeding 3 500 kg; or
- b. as well as goods motor vehicles, other than those in category “D”, having a permissible maximum mass exceeding 3 500 kg, coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;

(7) subcategory “D1”:

- a. motor vehicles (buses) designed for the carriage of passengers and having more than eight seats, but no more than 16 seats in addition to the driver's seat; or

b. motor vehicles (buses) designed for the carriage of passengers and having more than eight seats, but no more than 16 seats in addition to the driver's seat, coupled to a trailer, the permissible maximum mass of which does not exceed 750 kg;

(8) category "D":

a. motor vehicles (buses) designed for the carriage of passengers and having more than eight seats in addition to the driver's seat; or

b. motor vehicles (buses) designed for the carriage of passengers and having more than eight seats in addition to the driver's seat, coupled to a trailer the permissible maximum mass of which does not exceed 750 kg;

(9) category "BE":

a. a motor vehicle of category "B" coupled to a trailer the permissible maximum mass of which exceeds 750 kg and exceeds the unladen mass of the motor vehicle; or

b. a motor vehicle of category "B" coupled to a trailer the permissible maximum mass of which exceeds 750 kg, where the combined permissible maximum mass of the vehicles so coupled exceeds 3 500 kg;

(10) subcategory "C1E" — a motor vehicle of subcategory "C1" coupled to a trailer the permissible maximum mass of which exceeds 750 kg, but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12 000 kg;

(11) category "CE" — a motor vehicle of category "C" coupled to a trailer whose permissible maximum mass exceeds 750 kg;

(12) subcategory "D1E" — a motor vehicle of subcategory "D1" coupled to a trailer, not designed for the carriage of passengers, the permissible maximum mass of which exceeds 750 kg, but does not exceed the unladen mass of the motor vehicle, where the combined permissible maximum mass of the vehicles so coupled does not exceed 12 000 kg;

(13) category “DE” — a motor vehicle (bus) of category “D” coupled to a trailer whose permissible maximum mass exceeds 750 kg;

(14) category “T” — a trolley-bus.

2. Persons holding a driving permit for driving the vehicles of categories “C” and “CE”, as well as subcategories “C1” and “C1E”, shall be authorised to carry no more than eight passengers on the vehicles (goods motor vehicles) of the given categories and subcategories, and in case of carrying more passengers, the driver shall be obliged to hold also a driving permit for driving a vehicle of category “D” or “DE”, or “D1” or “D1E”.

3. A driving permit for driving vehicles shall be issued:

(1) for categories “A”, “B” and “C” and subcategories “A1”, “B1” and “C1”— to persons having attained the age of 18;

(2) for category “D” and subcategory “D1” — to persons having attained the age of 21, and, in case of being drafted to the Armed Forces of the Republic of Armenia or to other troops, to persons having attained the age of 19 and holding a driving permit for driving vehicles of category “B” or “C” or subcategory “C1”;

(3) for categories “BE”, “CE” and “DE” and subcategories “C1E” and “D1E” — to persons having attained the age of 19 and holding respectively a driving permit for driving vehicles of categories “B”, “C” or “D” or subcategories “C1” or “D1”;

(4) for category “T” — to persons having attained the age of 20.

4. Driving a moped shall be permitted to persons having attained the age of 16, and riding a cycle and driving an animal-drawn vehicle (cartage), as well as guiding pack and (or) saddle animals or cattle — to persons having attained the age of 14.

5. Domestic and international driving permits complying with the requirements of the international treaties of the Republic of Armenia, shall be valid in the Republic of Armenia.

6. The right to drive vehicles shall originate upon obtaining the driving permit.
7. International driving permits for driving vehicles of categories “A” and “B” and subcategories “A1” and “B1” shall be issued to persons having attained the age of 18, and international driving permits for driving vehicles of categories “C”, “D”, “BE”, “CE” and “DE” and subcategories “C1”, “D1”, “C1E” and “D1E” — to persons having attained the age of 21.
8. A domestic driving permit shall be issued for a period of ten, and an international driving permit — for a period of up to three years, but no longer than the validity period of the domestic driving permit or the medical accreditation certificate.
9. The practical examination for granting a right to drive a trolley-bus shall be conducted by organisations operating trolley-buses, in accordance with the procedure prescribed by the order of the head of the public administration body authorised by the Government of the Republic of Armenia in the field of transport and communication.

***(Article 27 supplemented, edited by HO-72-N of 21 February 2007, edited by HO-171-N of 15 November 2010)***

**Article 28.           Main requirements for providing instruction to a driver of a vehicle**

1. Persons having attained the age established by part 4 of this Article and having no limitations with regard to driving activities in cases provided for by legislation, including limitations related to state of health, after receiving education in accordance with the curriculum and educational programme approved by the authorised body of the Government of the Republic of Armenia, may participate — as prescribed by legislation — in the qualification examinations for a right to drive a vehicle.
  - 1.1. The person learning to drive a vehicle must be at least 16 years old.

1.2. Self-taught persons may also participate — as prescribed by legislation — in the qualification examinations for obtaining a driving permit for driving vehicles of categories “A”, “B” and “C”, as well as subcategories “A1”, “B1” and “C1”.

2. ***(part repealed by HO-72-N of 21 February 2007)***

3. Only driver candidates may participate in the practical examination.

4. Persons having attained the age of 17 may become driver candidates.

5. ***(part repealed by HO-72-N of 21 February 2007)***

6. Persons providing private practical driving instruction shall have a driving permit for driving the vehicle of the given category.

7. The preliminary instruction for practical driving of vehicles shall be provided in a motordrome or road test area, and — in the absence thereof — in a closed area isolated from road traffic, which is furnished with technical means necessary for the preliminary practical driving of vehicles.

8. The vehicle used for the purpose of providing practical driving instruction shall have a relevant identification mark and be furnished with a rear view mirror for the person providing drive instruction, as well as with a clutch (except for vehicles with automatic transmission) and additional brake pedals. Practical driving instruction shall be provided on the roads established by local self-government bodies.

9. In case of violation of road traffic rules by the driver candidate taking practical driving lessons, the driver-instructor of the educational institution or the person providing private practical driving instruction shall be held liable as prescribed by law.

10. ***(part repealed by HO-228-N of 8 December 2010)***

11. ***(part repealed by HO-228-N of 8 December 2010)***

***(Article 28 amended, edited, supplemented by HO-72-N of 21 February 2007, amended by HO-22-N of 26 December 2008, supplemented, amended by HO-171-***

***N of 15 November 2010, amended by HO-228-N of 8 December 2010, HO-332-N of 8 December 2011, HO-183-N of 21 December 2015)***

**Article 29.           Invalidation of a driving permit**

1. The driving permit of a person shall be deemed to be invalidated, where:
  - (a) a court judgement on declaring him or her as having no active legal capacity has entered into force;
  - (b) a conclusion of a competent authority is available on his or her mental illness and (or) on the non-compliance of the state of health with the criteria prescribed by legislation;
  - (c) he or she has died;
  - (d) the period of validity of the driving permit has expired;
  - (e) the driving permit was lost, and its owner has applied for obtaining a new permit or has informed about the loss as prescribed.
2. The validity of a driving permit shall be terminated upon entry into force of a court decision or a decision of other competent authority on deprivation of the right to drive as prescribed by law, until the end of the time period established therein.
3. In case of losing, as well as exchanging a driving permit issued by the competent authorities of the Republic of Armenia, the person disposing of it shall be issued a new driving permit — as prescribed by legislation — for driving vehicles of the same category, without passing qualification examinations.
4. In cases provided for by points (a) and (b) of part 1 of this Article, the Police shall be entitled to take the driving permit of a person.

Driving permits shall be returned to persons having deprived of the right to drive vehicles as prescribed by law, after they pass qualification examinations following the expiry or reduction of the time period of deprivation as prescribed by law.

***(Article 29 supplemented, edited by HO-72-N of 21 February 2007, supplemented by HO-171-N of 15 November 2010)***

**Article 30.            Education of citizens concerning the rules of safe behaviour  
                                 on motor roads**

1. Education of citizens concerning the rules of safe behaviour on motor roads shall be ensured by educational institutions implementing educational programmes as prescribed by legislation.
2. In secondary general educational institutions the mandatory education concerning the road traffic rules shall be carried out in accordance with the programmes approved by the public administration body of the Government of the Republic of Armenia in the field of education and science.
3. Education of citizens concerning the rules of safe behaviour on motor roads shall be carried out by model programmes developed jointly by the territorial public administration bodies and public administration bodies in the fields of transport, education, healthcare, nature protection and social protection of the population.
4. The Police, as well as the mass media outlets established by state and local self-government bodies shall — as prescribed by legislation — support the competent authorities in ensuring the education of citizens concerning the rules of safe traffic behaviour on roads.

## **CHAPTER 7**

### ***STATE CONTROL AND SUPERVISION IN THE FIELD OF ENSURING ROAD TRAFFIC SAFETY***

#### **Article 31. State control and supervision in the field of ensuring road traffic safety**

State control and supervision in the field of ensuring road traffic safety shall be exercised by state and local self-government bodies authorised for it as prescribed by law.

#### **Article 32. Agreeing upon the types of individual activities in the field of ensuring road traffic safety**

1. The competent authorities, organisations and persons may — upon the consent of the Police — carry out:

- (a) the installation of booths, advertising boards, etc. immediately on the road and near it, having entrance and exit towards the road;
- (b) the carriage of heavy goods, goods with large dimensions, as well as dangerous goods and receptacles not rendered harmless;
- (c) the traffic of vehicles exceeding the dimensions established by road traffic rules, as well as the traffic of vehicles used together with two or more trailers within an articulated vehicle;
- (d) the re-equipment of a vehicle and change of the structure thereof;
- (e) the manufacturing of vehicles in the planning, testing and production stages.

2. Except for cases provided for by part 1 of this Article, the relevant officials shall also agree with the Police and other competent public administration and local self-government bodies upon:

- (a) the plans for traffic management and installing technical means;
- (b) the plans for construction, reconstruction and repair of roads and their engineering structures;
- (c) the programmes and (or) plans for performing any work obstructing road traffic;
- (d) the arrangement of stopping points for public transport vehicles along their routes and those routes;
- (e) the educational programmes designed for the training of specialists for ensuring road traffic safety, driver-instructors and drivers;
- (f) the list of roads on which provision of driving instruction is permitted;
- (g) holding public, sports and other events on the road.

3. In case of granting permission to hold the events referred to in point (g) of part 2 of this Article, the authority granting it shall be obliged to inform the Police about it.

***(Article 32 supplemented by HO-72-N of 21 February 2007, HO-171-N of 15 November 2010, amended by HO-99-N of 14 April 2011)***

## **CHAPTER 8**

### ***LIABILITY FOR VIOLATING THE LEGISLATION ON ENSURING ROAD TRAFFIC SAFETY***

#### **Article 33. Liability for violating the legislation on ensuring road traffic safety**

Persons violating the legislation on ensuring road traffic safety shall be held liable as prescribed by law.

## **CHAPTER 8<sup>1</sup>**

### ***LOGISTICS OF THE ROAD POLICE IN THE FIELD OF ENSURING ROAD TRAFFIC SAFETY***

#### **Article 33<sup>1</sup>.       Extra-budgetary fund for material rewards and technical development**

1. For the purpose of increasing the effectiveness of ensuring road traffic safety, the Road Police shall have an extra-budgetary fund for material rewards and technical development (hereinafter referred to as “extra-budgetary fund”) — an account opened within the Central Treasury.

2. The extra-budgetary fund shall comprise:

- (a) the means received from the activity of ensuring road traffic safety on contractual bases during sports, cultural and other mass events not prohibited by law, except for charitable events and events held by state bodies;
- (b) the means received due to issuing number plates of vehicles in high demand for record-registration, as well as preferable number plates;
- (c) the means received from the provision of information — on a paying basis — not prohibited by law;
- (d) the fines charged for administrative offences in the field of road traffic safety;
- (e) the fees charged for the activity of record-registration of the vehicle, including for the activity of record-registration of the vehicle outside the place of record-registration of the vehicle — in the place preferred by the owner (authorised person) — except for cases of cancellation of record-registration related to the rejection of the vehicle.

- (f) the means received from the activity of regulating road traffic — on a paying basis — bases in cases of traffic light breakdown;
- (g) the fees charged for the maintenance of the vehicle under attachment in special areas;
- (h) the fees envisaged for conducting examinations for obtaining a driving permit for driving a vehicle;
- (i) the fees charged for granting permission for re-equipment of vehicles;
- (j) the monetary donations of natural and legal persons;
- (k) the means received from the alienation of equipment and vehicles acquired by the proceeds from the extra-budgetary fund;
- (l) the sales of materials — covering legal acts on ensuring road traffic safety and (or) interpretations thereof — being published for the purpose of education concerning road traffic rules, as well as provision of legal information;
- (m) the fees envisaged for issuing a record-registration sticker to a newly released (manufactured in the given year) vehicle.

3. The extra-budgetary fund shall be spent for:

- (a) the acquisition of goods, works and services for Road Police;
- (b) improvement of social welfare of and material rewards for road police officers;
- (c) training (qualification) of road police officers;
- (d) improvement of the conditions of buildings, structures and the provision of service;
- (e) refunding of administrative fines charged unreasonably, as well as compensating for the damages caused in consequence of illegal actions of road police officers;

Other directions for spending the extra-budgetary fund shall be established by the Government of the Republic of Armenia.

4. Proceeds of the extra-budgetary fund shall be debited and used in accordance with the procedure established by the order of the Head of the Police, pursuant to the cost estimate agreed with the authorised state body in the field of public finance management.

5. The expenditure report for the extra-budgetary fund shall be included in the annual report on the State Budget.

The circulation of proceeds on the account of the extra-budgetary fund shall be conducted during the budgetary year, and the estimated and the actual debit, as well as the accrued and real credit indexes of that account shall be reflected in the reports on execution of the State Budget of the Republic of Armenia respectively as debits and credits to the State Budget, as prescribed by the Government of the Republic of Armenia.

6. The amount of fees charged for the services envisaged by part 2 of this Law — except for the mandatory fees provided for by points “e”, “h”, “i” and “m” — shall be established by the Government of the Republic of Armenia.

***(Article 33<sup>1</sup> supplemented by HO-72-N of 21 February 2007, edited by HO-83-N of 7 April 2009, HO-332-N of 8 December 2011)***

**Article 33<sup>2</sup>.            Amounts of mandatory fees subject to payment to the extra-budgetary fund**

The amounts of mandatory fees subject to payment to the extra-budgetary fund shall be as follows:

(a) 5 000 Armenian drams — for the activity of record-registration of a vehicle;

- (b) 10 000 Armenian drams — for an activity of record-registration of a vehicle in the place preferred by the owner (authorised body) outside the record-registration place of the vehicle;
- (c) 10 000 Armenian drams — for conducting a practical examination for obtaining a driving permit for driving a vehicle;
- (d) 10 000 Armenian drams — for granting a permission for re-equipment of vehicles;
- (e) 1 000 Armenian drams — for providing a record-registration sticker for a newly released (manufactured in the given year) vehicle.

***(Article 33<sup>2</sup> supplemented by HO-72-N of 21 February 2007)***

***(Chapter supplemented by HO-72-N of 21 February 2007)***

## **CHAPTER 9**

### ***FINAL PROVISION***

#### **Article 34. Entry into force of the Law**

This Law shall enter into force on the tenth day following its official promulgation.

**President  
of the Republic of Armenia**

**R. Kocharyan**

13 August 2005

Yerevan

HO-166-N