

SMALL VIOLATIONS BY BICYCLE AND MOTORCYCLE USERS ON ROAD TRANSPORT REGULATIONS IN HANOI

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Abstract: Statistically the bi- and motorcycles are main means of transportation in Viet Nam. It seems that various drivers of these modes often commit a lot of violations on road transport regulations. With small violations, most of drivers under evaluate or even neglect negative impact of their actions. But in fact, several small violations can lead to serious problems. This paper deals with the existing situation of these violations in Hanoi, a city with highly mixed traffic. First at all, the conception of Small Violations on Road Transport Regulations (SVRTR) will be discussed. Then, based on observations by video camera, this study will prove that numerous SVRTR occur often. The most popular types of SVRTR for both cases of bi- and motorcycle are found. Next, with information from archived accident files, it is showed that SVRTR impacts badly the road safety by making traffic misfortunes worse.

Key words: bicycle, motorcycle, small violations of transport regulations (SVRTR), road safety, accident causes

1. INTRODUCTION

In the past, bicycles played a major role in the traffic of Vietnam. The great growth rate of motorcycle (for short, we will denote both motorbike and motorcycle in the conception of motorcycle) has modified quickly the whole picture. Now, this kind of vehicle becomes more and more popular by its advantages. In the first ten months of 2004, the number of new registered motorcycle increased up to 101.3 % in comparison with that of 2003 as published in The National Traffic Safety Committee (2004). The road safety is worsened considerably with this motorization. The quantity of fatalities by traffic accidents now is 10 times of that in 5 years ago; see The Vietnam Government (2004). It is showed that between various modes of vehicles on road, the proportion of accidents caused by motorcycle seems extremely high: it reached from 72 % up to 80% of the total number, see The Vietnam Government (2004).

Among all four basic factors that can lead to traffic accidents: road user, road system, vehicle and environment; the most important is road user, especially, the drivers. That is why in numerous efforts to keep the traffic safe, the role of drivers is paid great attention. Especially, the reduction of their violations on road transport regulations is very important. As known, these violations can be considered as unserious or not. A violation is classified as unserious if its treatment consists of followings only:

- it can be neglected,
- the violating person will receive a warning,
- he/she must obtain a pecuniary penalty,
- the vehicle that leads to the violation will be kept for non-use in a defined period,
- combining of some from said treatments.

We call these violations as administrative. On February 19, 2003 the Government has issued the Decree No. 15/2003/ND-CP about penalties for administrative violations in road transport. Now, this decree plays a very important role for traffic polices in treatment of faults on road. Its articles have been propagated widely in public medium, in every school, in every living area so that the people are familiar with these contents.

In spite of numerous great efforts, it is regrettable that the traffic safety remains as one of large concerns. The number of accidents seems still in a high level. A number of activities have been carried out to find out the reasons as Project Management Unit 1 (2000). Most of them concentrate on a variety of main causes of this situation, but they often neglect one of regretful habits of people to disregard a number of Small Violations of Road Transport Regulations (SVRTR). It seems that various drivers of bicycle and motorcycle often commit a lot of actions, such as: non-stop by red traffic light, driving on wrong lane, using mobile phone or using an umbrella while driving etc. Thinking these violations as small, many people under evaluate or even neglect negative impact of these activities and even are ready to pay pecuniary penalty. But in fact, a large amount of small violations can lead to numerous serious problems in traffic control. Besides that, it is not rare that beginning with one small violation only, a serious accident has taken place.

In large cities where the traffic is mixed at a very high level, the SVRTR can occur more often and impact badly to the traffic safety. This study has the aim to shed light on the existing situation of these violations in urban of Hanoi. The following questions are considered:

- How popular are SVRTR?
- What kinds of SVRTR are most popular?
- How do they impact on traffic?

2. VIOLATIONS OF ROAD TRANSPORT REGULATIONS

As a general rule, an administrative violation on road transport regulations is considered as small if its impact on traffic is insignificant so that the people usually neglect or the treatment of police, if any, is light, simply as a warning or a pecuniary penalty with small cash. The above mentioned Decree No. 15/2003/ND-CP has listed numerous types of traffic regulation violations. The decree also stipulated the penalty levels for these types: from a warning up to a pecuniary penalty of 14.000.000 VND (\approx 875 USD) in the case of motorcycle and from warning up to 200.000 VND (\approx 12.50 USD) in the case of bicycle. To determine, we set a pecuniary penalty as *small* if it costs up to 200.000 VND (\approx 12.50 USD) for motorcycle and 100.000 VND (\approx 6.25 USD) for bicycle. It is the level that the people can pay by cash directly

to the police upon a fine ticket. So, a list of SVRTR can be formed for each case of motor- and bicycle (see Appendices). In both lists, there are about 21 similar SVRTR. Some SVRTR in the case of bicycle have no similar ones in the case of motorcycle for the fine in the last case is higher so that they are SVRTR no more (Non-SVRTR). It expresses the common view that the proportion of accidents caused by motorcycle is extremely high so that the fine on any traffic regulation violation caused by this vehicle must be higher. The other SVRTR are different for special technical characteristics of each vehicle type.

2.1 SVRTR on Road

The first thing is to have a general idea about the popular SVRTR for motorcycle and for bicycle. For this purpose, the traffic in various sections of road network in urban and neighborhood of Hanoi has been observed and recorded using video cameras. The observation was made under different conditions: peak- or regular hours, with and without traffic polices, large and narrow roads, one-way and two-ways sections, intersections, connecting points from small path to main road, various states of weather etc. From these tapes, for motorcycle and bicycle, the study group has received two lists of traffic regulation violations types. Further these violations are compared the relative articles of the Decree 15/2003/ND-CP to determine whether they are SVRTR or not. The results are showed in the table 1 and figure 1. It is noteworthy that:

- Regarding motorcycle, the amount of violations when traffic police in attendance is less remarkably than in the case of absence. Even in the first case, the numbers of general violations is not small.
- In contrary, regarding bicycle, the amount of violations in both cases - with or without traffic polices - are not different really. On the other hand, the total number of violations and the number of SVRTR caused by bicycle is greater than that of motorcycle (154.52 %). Actually this percentage must be greater for the fact that the number of running bicycles on road is less than remarkably that of motorcycles. The reason of these situations is the attitude of traffic polices. The policemen pay less attention on bicycle than on motorcycle. They often neglect faults of bicycle users so that these people are not afraid of their violations.
- The ratio between the number of SVRTR and the total amount of violations of bicycle ($263/398 = 85.53\%$) is greater than that of motorcycle ($526/615 = 66.08\%$). It has the reason that most violations of bicycle are considered as SVRTR.

Table 1. Statistical Data on Number of Traffic Regulation Violations

No.	Traffic regulation violations	Traffic police		Total	
		Present	Absent	Amount	%
1	Case of motorcycle				
1.1	SVRTR	89	174	263	66.08
1.2	Non-SVRTR	37	98	135	33.92
1.3	Total	126	272	398	100.00
2	Case of bicycle				
2.1	SVRTR	258	268	526	85.53
2.2	Non-SVRTR	38	51	89	14.47
2.3	Total	296	319	615	100.00

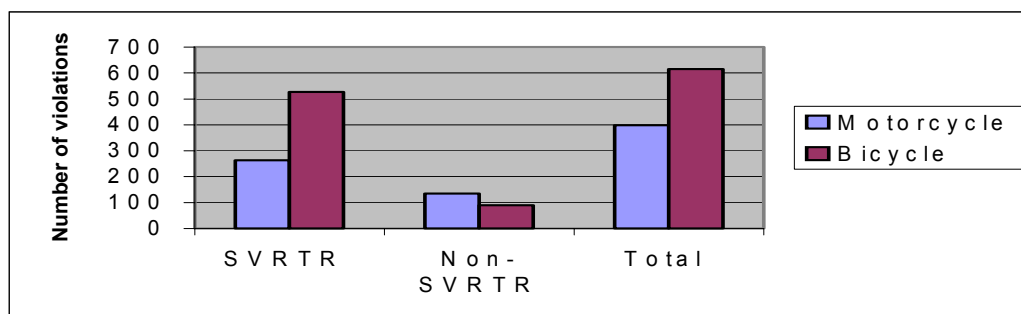


Figure 1. Comparison of Traffic Regulation Violations between Motor- and Bicycle

The table 2 shows some comparative numbers of SVRTR in various situations:

- Peak and regular hours: To have a comparison on SVRTR between peak hours (6h30-8h30 and 16h30-18h30) and peak-off ones, the relative percentage of average numbers of SVRTR for one hour in each case are given. The greater value in the case of peak-hour can be explained by the fact that there are more road-users and vehicles in this time of day.
- Width of roads: The roads in survey area are classified according to the criteria defined by the local government as large, medium and narrow. The numbers of SVRTR in each case of road are averaged in one square kilometer. It seems that there are no meaningful differences between these results. It can be explained by the fact that SVRTR can occur everywhere.
- One- and two-ways: The roads in survey area are classified one- and two-ways and the numbers of SVRTR in each case are averaged in 100 meters. It shows that the numbers of SVRTR in the one-way road are greater, for there are more SVRTR types (i.e. M06 and B13) in this case.

Table 2: Comparison of the Average Numbers of SVRTR in various situations

No	Case	Motorcycle	Bicycle
1	One average hour of		
	Peak hour	61.23	65.34
	Peak-off hour	38.77	34.66
	Total	100.00	100.00
2	In 1 km ² of		
	Large roads	33.23	33.45
	Medium roads	32.76	34.33
	Narrow roads	34.01	32.22
	Total	100.00	100.00
3	In 100 m of		
	One-way road	52.41	54.69
	Two-ways road	47.59	45.31
	Total	100.00	100.00

2.2 Types of Frequent SVRTR

Using the recorded tapes, there are 41 types of frequent SRVTV in the case of motorcycle and 36 types in the case of bicycle (see appendices). The most occur SRVTV are presented in the table 3 and 4 with percentage of them in comparison with the total number of violations. Various special features of traffic in Vietnam can be found here:

- SVRTR M03, B03: It is not rare that the line of bicycle is occupied by motorcycle and vice versa. These vehicles still run on lanes reserved for car only. It is remarkable that these violations are mostly not treated by traffic polices even they know these actions.
- SVRTR M10, B07: Numerous drivers do not respect the turn signal of vehicle ahead. They recognize the signal but instead of giving way for turning vehicle, they increase the speed to surpass.
- SVRTR M12, B09: Numerous drivers neglect the precedence of way in the urban road system. In many cases, the motorcycle use big size of vehicle as an advantage to take the way even the smaller one is turning. It is abnormal for the bigger vehicle must be driven more carefully.
- SRVTV M25, B28: Many people do not make any preparation before turning. For example, they do not give any necessary signal, at intersection they usually stop on the right part of way and after that turn left just before other running vehicle. Several people decrease the speed in the middle of way before left-turn. It is very dangerous if the other road users ahead or behind do not pay attention.
- SVRTR M40, M41, B30 and B31: Several people do not use any cord to pack the baggage. It is habitually that a driver uses one hand to drive while the other hand puts backwards to keep unwieldy thing, even some expensive goods as TV or refrigerator etc.
- SVRTR M19: Many motorcycle drivers use spotlight so intense that the other people in opposite direction can be dazzled.
- SVRTR M21: It is very serious that most motorcycle drivers do not wear safety helmet even in the road where it is obligatory. It can be estimated that more than 90 % drivers violate this regulation.
- SVRTR M31: The Decree 15/2003/ND-CP reserves one article on neglecting traffic light signals, road sight and painted lines on road. The most people respect the traffic light signals. A less number ones respect road sight but a large drivers pay no attention to the painted lines on road. For example, only a very few people show respect to the road-crossing way reserved for pedestrian that is marked by painted lines.
- SVRTR M33: Several people use mobile phone during running. They drive their vehicle by one hand while the other keeps the phone. They neither pay any attention or enough attention to the hazards, nor decrease the speed. Some other people stop just in the road-bed to hear and to talk by phone without any idea that it makes the traffic danger.
- SVRTR M36, M37: The people blow horn too much so that the other pay less attention to this signal. It seems that the motorcycle horn has loss its meaning in a lot of cases.
- SVRTR B18, B19 and B20: It seems that the bicycle users believe that the light signal or road sight is used for motorized vehicles only. They even continue run without stop by red-light because the police rarely treat this violation.

Table 3. Top Popular SVRTR of Motorcycle

No.	Code	SVRTR OF MOTORCYCLE	% (*)
1	M31	To neglect any instruction of painted lines on road	5.18
2	M25	To turn left or turn right where it is not allowed or without necessary signal before	5.01
3	M10	Do not give the running way for other vehicle that waits to bypass, to turn when it is possible	4.91
4	M33	To use mobile-phone by the driver while running	4.73
5	M03		4.67

		Do not drive on the part of way, or lane reserved for motorcycle	
6	M16	To surpass on the right side of the vehicle in front where it is not allowed	4.62
7	M12	Do not give the running way for other vehicle that has the traffic precedence	4.57
8	M21	Do not wear any crash helmet on the road, where it is obligatory	4.51
9	M19	To use spotlight in the living quarters, in urban	4.36
10	M41	To bring something unwieldy while sitting on running vehicle	4.35
11	M37	To blow the horn in the time from 22h00 to 05h00	4.33
12	M36	To blowing the horn continuously	4.22
13	M06	To run contrariwise in any one-way road	4.12
14	M40	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver	3.92
15	M08	Do not keep a safe distance from the vehicle in front on highways	3.81
16		Others	32.69
		Total	100.00

(*) Percentage in comparison with the total number of recorded violations

Table 4. Top Popular SVRTR of Bicycle

No.	Code	SVRTR OF BICYCLE	% (*)
1	B20	To neglect any instruction of painted lines on road	5.78
2	B25	To park the road-bed so that it leads to obstacle	5.63
3	B07	Do not give the running way for other vehicle that waits to bypass, to turn when it is possible	5.31
4	B30	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver	4.95
5	B31	To carry any unwieldy thing	4.84
6	B11	To run in a horizontal rank with more than 2 bicycles	4.69
7	B22	To stop suddenly without any necessary signal before	4.63
8	B28	To turn suddenly before any running motorized vehicle without any relative signal before	4.46
9	B19	To neglect any instruction of road sight	4.28
10	B03	Do not drive on the part of way, or lane reserved for bicycle	4.25
11	B13	To run contrariwise in any one-way road	4.19
12	B09	Do not give the running way for other vehicle that runs on the road with higher precedence	4.03
13	B18	To neglect any instruction of traffic light signals	3.98
14	B14	To run at night without light reflecting lamp/mirror	3.05
15	B33	To use bicycle as a moving selling stall where it is not allowed or it can form a traffic hazard	3.04
16		Other	32.89
		Total	100.00

(*) Percentage in comparison with the total number of recorded violations

3. IMPACTS OF SVRTR

The source for evaluation of SVRTR impacts can be found from the archive files of accidents that are stored in the National Traffic Safety Committee (NTSC) and in the Traffic Safety Committee of Hanoi (TSCH). Fortunately, the study group has occasions to contacts an amount of these files of the period from January 2003 until the end of September 2004. Extracts of relative information from 1,000 files of accidents caused by motorcycle and 1,000 ones of bicycles were under consideration. The choice of these files was randomly, so that the received data can represent a general view on impacts of SVRTR.

In several cases, both motorcycle and bicycle are causes of accidents. But the analysis is carried out separately so that in this case, we consider these vehicle modes separately, too.

As NTSC defined, each traffic accident must be classified as serious or not. An accident is serious if at least one of four following consequences:

- one or more fatality;
- one or more heavily injured people;
- large traffic congestion and
- loss of more than a defined amount of money.

The concrete criteria for what is “a large traffic congestion” or “defined amount of money” are stipulated in various concerned legal documents. This classification must be made by traffic police in their report about the accident and it is used in the analysis of this study. The police must clarify also the causes of accident, because it will help them to know the responsibilities of each relative person.

As known, in each accident there are usually one or several main causes and one or several second causes. SVRTR can be one of main causes and can be one of second causes too.

The results of analysis are showed in the tables 5, 6 and figure 2, 3, 4 and 5.

Table 5. SVRTR in *Main Causes* of Traffic Accidents

No.	Traffic accidents	At least one SVRTR		No SVRTR		All	
		Quantity	%	Quantity	%	Quantity	%
1	Motorcycle						
1.1	Serious	42	15.33	169	23.28	211	21.10
1.2	Non-serious	232	84.67	557	76.72	789	78.90
1.3	TOTAL	274	100.00	726	100.00	1,000	100.00
2	Bicycle						
2.1	Serious	14	3.14	92	16.61	106	10.60
2.2	Non-serious	432	96.86	462	83.39	894	89.40
2.3	TOTAL	446	100.00	554	100.00	1,000	100.00

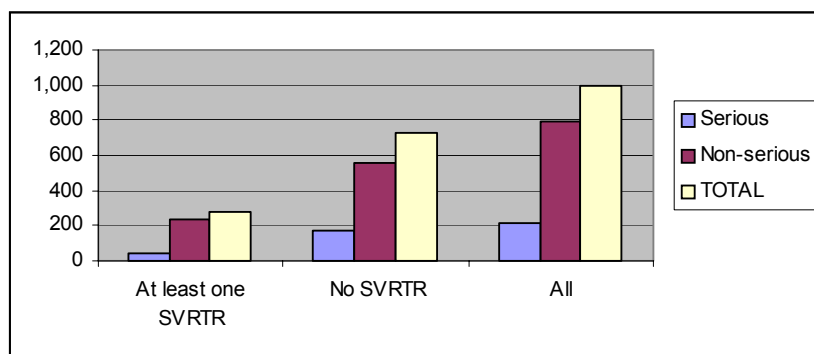


Figure 2. SVRTR in Main Causes of Accidents by Motorcycles

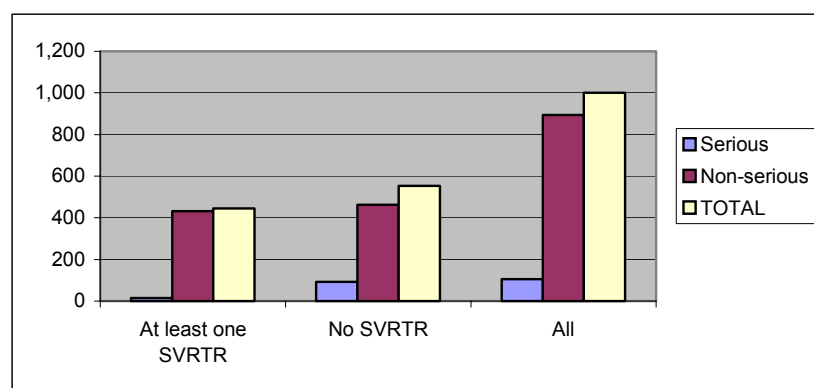


Figure 3. SVRTR in Main Causes of Accidents by Bicycles

In the table 5, the main accident causes are divided in two sets; the first has at least one SVRTR and the rest has no SVRTR. The accidents in the first set must less crucial than the rest; and the mishaps in the case of motorcycles must higher than those in the case of bicycle.

It is noticeable that for motorcycle, the percentage of serious accidents is 15.33 % in the first set or 4.20 % in comparison with the total numbers of misfortunes. For bicycle, the comparative numbers are 3.14 % and 1.40 %. These figures are quite not small if we remember the heavy loss in each such bad event.

The table 6 shows the numbers accidents with and without SVRTR in all causes: main and second. Mostly, small violation corresponds to slightly bad consequence. But it is usually that a combination of SVRTR can lead to serious accident as expressed in the column of main causes. Unfortunately the cases with several SVRTR are not infrequent. With a comparison between the two tables, 5 and 6, the role of SVRTR is clear. The numbers of accidents with at least one SVRTR increases highly if all causes, both main and second, are considered. It means that SVRTR make the accidents worse as it can change a non-serious accident into serious etc.

Table 6. SVRTR in All Causes of Traffic Accidents

No.	Traffic accident	At least one SVRTR		No SVRTR		All	
		Quantity	%	Quantity	%	Quantity	%
1	Motorcycle						
1.1	Serious	167	24.59	44	13.71	211	21.10
1.2	Non-serious	512	75.41	277	86.29	789	78.90
1.3	TOTAL	679	100.00	321	100.00	1,000	100.00
2	Bicycle						
2.1	Serious	57	8.53	49	14.76	106	10.60
2.2	Non-serious	611	91.47	283	85.24	894	89.40
2.3	TOTAL	668	100.00	332	100.00	1,000	100.00

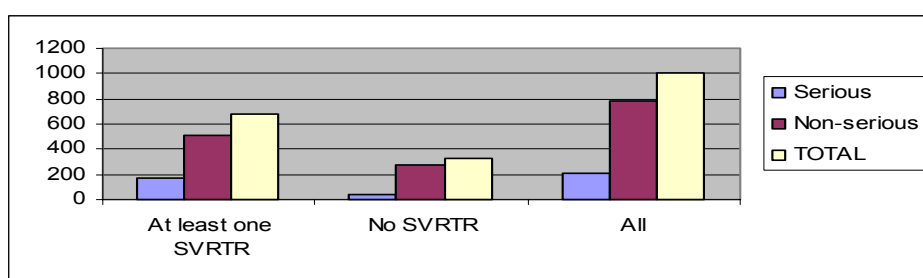


Figure 4. SVRTR in All Causes of Accidents by Motorcycles

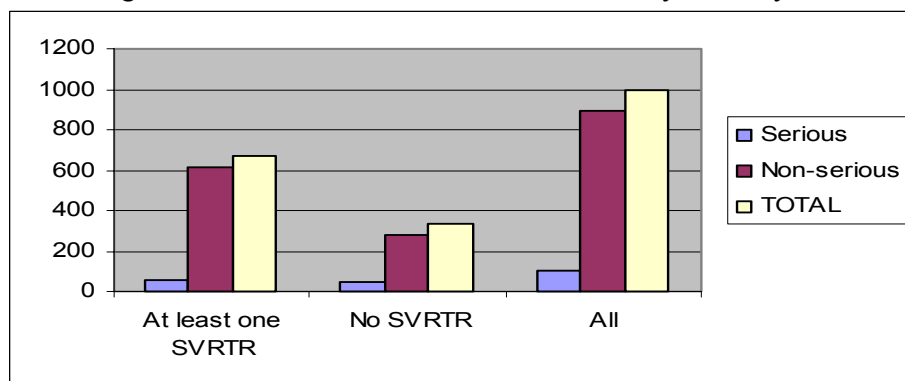


Figure 5. SVRTR in All Causes of Accidents by Motorcycles

In the tables 7 and 8, the SVRTR that occur highly in the accident causes are listed. They can differ from the top popular SVRTR in the tables 3 and 4, which denote by (*) after code.

Table 7. List of Motorcycle SVRTR that Can Leads Mostly to Accidents

Code	SVRTR OF MOTORCYCLE	Percentage %
M25	To turn left or turn right where it is not allowed or without necessary signal before	5.18
M31	To neglect any instruction of painted lines on road	5.01
M10	Do not give the running way for other vehicle that waits to bypass, to turn when it is possible	4.91
M33	To use mobile-phone by the driver while running	4.73

M03	Do not drive on the part of way, or lane reserved for motorcycle	4.67
M16	To surpass on the right side of the vehicle in front where it is not allowed	4.62
M13 (*)	Neither reducing the speed nor giving the precedence to other vehicle when running from and/or to main road	4.57
M21	Do not wear any crash helmet on the road, where it is obligatory	4.51
M14 (*)	Do not issue the necessary signal to surpass	4.36
M41	To bring something unwieldy while sitting on running vehicle	4.35
M35 (*)	To carry more persons than allowed, except in the emergency case	4.33
M20 (*)	To neglect any other prescribed instructions on bypassing, surpassing	4.22
M06	To run contrariwise in any one-way road	4.12
M40	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver	3.92
M08	Do not keep a safe distance from the vehicle in front on highways	3.81
	All others	32.69
	TOTAL	100.00

(*) This SVRTR does not belong to the table 3; it is not a top popular.

Table 8. List of Bicycle SVRTR that Can Leads Mostly to Accidents

Code	SVRTR OF BICYCLE	Percentage %
B02 (*)	To drive the vehicle on the left part of way according to the moving direction	3.51
B03	Do not drive on the part of way, or lane reserved for bicycle	4.10
B07	Do not give the running way for other vehicle that waits to bypass, to turn when it is possible	3.17
B11	To run in a horizontal rank with more than 2 bicycles	3.50
B13	To run contrariwise in any one-way road	3.87
B14	To run at night without light reflecting lamp/mirror	4.37
B18	To neglect any instruction of traffic light signals	5.21
B19	To neglect any instruction of road sight	4.64
B20	To neglect any instruction of painted lines on road	3.82
B21 (*)	To neglect any instruction on parking/stopping in the intersection between road- and railway	4.13
B22	To stop suddenly without any necessary signal before	5.22
B28	To turn suddenly before any running motorized vehicle without any relative signal before	4.65
B29 (*)	To carry more persons than allowed, except in the emergency case	3.15
B30	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver	4.44
B31	To carry any unwieldy thing	4.65
	All others	37.57
	TOTAL	100.00

(*) This SVRTR does not belong to the table 4; it is not a top popular.

4. CONCLUSIONS

The study has investigated the so-called SVRTR of motor- and bicycle in a highly mixed transport system as Hanoi. The major findings are:

- Determine a list of frequent SVRTR in both cases with the 15 top ones. Explanations are tried to explain the special features of the traffic picture.
- Evaluate the impact of SVRTR on traffic and show that they can lead to serious accidents even these violations considered as small.

There are several remarks on this study about these SVRTR:

- In most cases, SVRTR take place because the drivers are lack of necessary anticipation of hazards around. This fact seems not a traffic regulation violation for the police cannot recognize it. But it is the source of numerous accidents.
- The high speed of vehicle, especially with motorcycle is a great problem too. It is a non-SVRTR so that the study did not investigate this violation. But the high speed is very danger that leads to various accidents.
- The treatment of traffic police plays a very important role in road safety. In a lot of case for bicycle, the treatments are not enough, especially for bicycle.
- Last but not least is the self-control of all road users that is the main factor of the safety. It is the under estimation of SVRTR that leads to the high number of these violations.

This study opens several research directions to be carried out in coming future. It is a social analysis on the attitude of people on SVRTR, for example. On the other hand, a larger observation can give a picture of SVRTR in more details. The used methodology can be expanded to apply in other big cities.

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APPENDICES

List of SVRTR in the Case of Motorcycle

Code	Similar SVRTR of bicycle	SVRTR OF MOTORCYCLE
M01		To drive on the pavement
M02	B02	To drive the vehicle on the left part of way according to the moving direction
M03	B03	Do not drive on the part of way, or lane reserved for motorcycle
M04	B11	To drive more then two vehicles in a horizontal rank
M05		To drive backwards any three-wheel motorcycle with neither necessary anticipation nor precaution signal
M06	B13	To run contrariwise in any one-way road
M07	B12	To run on road closed to traffic or in a not-allowed area
M08		Do not keep a safe distance from the vehicle in front on highways
M09		Do not give the running way for other vehicle as prescribed in the narrow way, sloping street, road with obstacle
M10	B07	Do not give the running way for other vehicle that waits to bypass, to turn when it is possible
M11	B08	Do not give the running way for other vehicle that runs on the road with higher precedence
M12	B09	Do not give the running way for other vehicle that has the traffic precedence
M13		Neither reducing the speed nor giving the precedence to other vehicle when running from and/or to main road
M14		Do not issue the necessary signal to surpass
M15		To surpass where it is not allowed
M16	B16	To surpass on the right side of the vehicle in front where it is not allowed
M17		Do not turn on headlight at night
M18		Do not turn on spot-light when bypass at night
M19		To use spotlight in the living quarters, in urban
M20		To neglect any other prescribed instructions on bypassing, surpassing
M21		Do not wear any crash helmet on the road, where it is obligatory
M22		By turning (right or left) do not give priority to the pedestrian or non-motorized vehicle on the part of way reserved for them
M23	B27	To make an U-turn where it is not allowed
M24		To change running lane where it is not allowed or without necessary signal before
M25	B28	To turn left or turn right where it is not allowed or without necessary signal before
M26	B24 (*)	To park in the road-bed or in the pavement where it is not allowed
M27		To gather together more then 2 vehicles on the road bed or on the bridge
M28		To park or to stop where it is not allowed or it causes traffic hazards
M29	B18	To neglect any instruction of traffic light signals
M30	B19	To neglect any instruction of traffic road sight

M31	B20	To neglect any instruction of painted lines on road
M32	B17	To neglect any order, command of the traffic controller
M33	B34	To use mobile-phone by the driver while running
M34	B35	To use umbrella by any person on running vehicle
M35	B29	To carry more persons than allowed, except in the emergency case
M36		To blowing the horn continuously
M37		To blow the horn in the time from 22h00 to 05h00
M38		To use accelerator noisily
M39		To lead animal while sitting on running vehicle
M40	B30	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver
M41	B31	To bring something unwieldy while sitting on running vehicle

(*) Similar partly

List of SVRTR in the Case of Bicycle

Code	Similar SVRTR of motorcycle	SVRTR OF BICYCLE
B01		To drive vehicle without registration if it is prescribed
B02	M02	To drive the vehicle on the left part of way according to the moving direction
B03	M03	Do not drive on the part of way, or lane reserved for bicycle
B04		To drive any non-motorized vehicle in zigzag or as in a race
B05		To drive by foot instead of hand
B06		Do not drive the vehicle with all wheels as technical settings
B07	M10	Do not give the running way for other vehicle to bypass, to turn when it is possible
B08	M11	Do not give the running way for other vehicle that has the traffic precedence
B09	M12	Do not give the running way for other vehicle on the road with higher precedence
B10		To run in any tunnel without light reflecting lamp/mirror
B11	M04	To run in a horizontal rank with more than 2 bicycles
B12	M07	To run on road, area closed to traffic
B13	M06	To run contrariwise in any one-way road
B14		To run at night without light reflecting lamp/mirror
B15		To run the vehicle without any hand on handlebar
B16	M16	To surpass on the right side of the vehicle in front where it is not allowed
B17	M32	To neglect any order, command of the traffic controller
B18	M29	To neglect any instruction of traffic light signals
B19	M30	To neglect any instruction of road sight
B20	M31	To neglect any instruction of painted lines on road

B21		To neglect any instruction on parking/stopping in the intersection between road- and railway
B22		To stop suddenly without any necessary signal before
B23		To park, to stop in the runway of any suburban road that built with pavement
B24	M26	To park, to stop in the road-bed, in the pavement where it is not allowed
B25		To park the road-bed so that it leads to obstacle
B26		To park in any tram-way, in bridge
B27	M23	To make an U-turn where is not allowed
B28		To turn suddenly before any running motorized vehicle without any signal before
B29	M35	To carry more persons than allowed, except in the emergency case
B30	M40	To carry any load without necessary safe packing so that it forms obstacle for traffic or hides the anticipation of driver
B31	M41	To carry any unwieldy thing
B32		To push/pull other vehicle while driving
B33		To use bicycle as a moving selling stall where it is not allowed or it can obstacle traffic
B34	M33	To use mobile-phone by the driver while running
B35	M34	To use umbrella by any person on running vehicle
B36		After making accident, do not stay at the site or do not keep the site unchanged