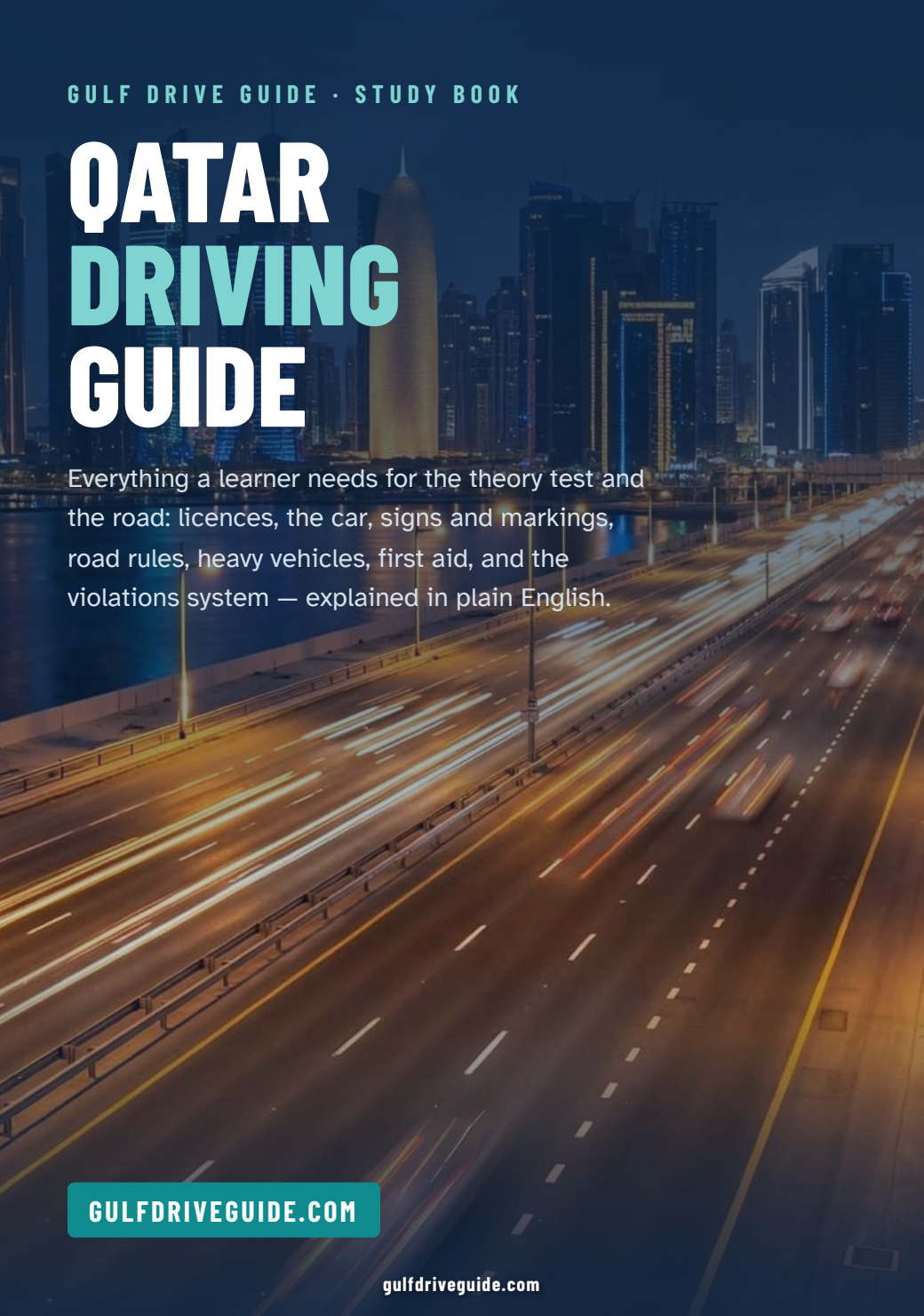
GULF DRIVE GUIDE · STUDY BOOK

QATAR DRIVING GUIDE

Everything a learner needs for the theory test and the road: licences, the car, signs and markings, road rules, heavy vehicles, first aid, and the violations system — explained in plain English.



GULFDRIVEGUIDE.COM

BEFORE YOU START

ABOUT THIS BOOK

This is an independent study guide written by Gulf Drive Guide for people preparing for a Qatar driving licence. It explains the rules of the road, vehicle basics and safe-driving habits in simple language, with short tips and self-check questions after each part.

The content is our own explanation of the subjects covered in the official Qatar driving curriculum and Traffic Law No. 19 of 2007. It is not an official publication and is not connected to the Ministry of Interior or the General Directorate of Traffic.

> **ALWAYS CHECK THE OFFICIAL SOURCE**
> Fines, points, fees, licence validity and document lists can change. Before you rely on any figure in this book, confirm it with the Ministry of Interior (moi.gov.qa), the Metrash app or the Hukoomi portal. Figures here follow the official learner curriculum as published; newer amendments take priority.

How to use it

- Turn pages by clicking the edge, dragging a corner, using the arrow buttons or your keyboard arrow keys.
- Jump to any chapter with the contents menu at the top.
- **Tip** boxes (teal) give practical advice. **Law** boxes (amber) state a legal rule or fine. **Danger** boxes (red) flag common causes of crashes.
- Finish each part with the **Check yourself** questions, then try the practice tests on gulfdriveguide.com.

Photos in this book were created with AI image tools for Gulf Drive Guide; diagrams are drawn for this book. © Gulf Drive Guide. Text written for gulfdriveguide.com. All rights reserved. No part of this book may be copied, shared or resold without permission.

CONTENTS

1 · LICENCES & THE DRIVER
Licence types · conditions · documents · validity · fitness to drive · weather and night driving

2 · THE VEHICLE
Main parts · dashboard warning lights · safety systems · maintenance · daily checks

3 · SIGNALS, SIGNS & MARKINGS
Traffic lights · police hand signals · warning, regulatory and information signs · road markings

4 · RULES OF THE ROAD
Intersections · right of way · roundabouts · lanes · safe distance · parking · overtaking · speed · turning · signalling

5 · MOTORCYCLES, HEAVY VEHICLES & EQUIPMENT
Riding safely · trucks and buses · forklifts, loaders, cranes and excavators

6 · FIRST AID
At the crash scene · breathing and CPR · bleeding · fractures · burns · shock

7 · BEHAVIOUR & VIOLATIONS
Bad habits on the road · the points system · common violations and penalties



PART 1

LICENCES & THE DRIVER

Chapter 1 — Driving licences

Chapter 2 — Fit to drive: rules and good habits

1

DRIVING LICENCES

In Qatar you may drive a motor vehicle on a public road only after the licensing authority has issued you a licence for that class of vehicle. Each licence class covers specific vehicles, so a car licence does not let you drive a bus, a forklift or a motorbike.

THE LAW

Traffic Law No. 19 of 2007, Article 29: no one may drive a motor vehicle on the road without a licence from the licensing authority that entitles them to drive that vehicle.

1. The licence classes

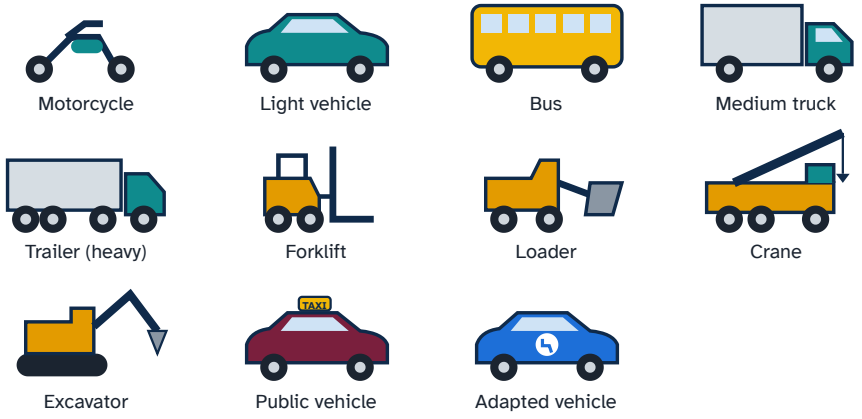


Figure: each licence class covers its own group of vehicles.

LICENCE	WHAT IT LETS YOU DRIVE
Motorcycle	Motorcycles over 50 cc with two or more wheels that are not built in the shape of a car.
Light vehicle	Private cars, private transport vehicles with a total weight up to 5 tonnes, and light buses carrying up to 25 passengers.

LICENCE	WHAT IT LETS YOU DRIVE
Heavy vehicle — bus	Buses carrying more than 25 passengers including the driver.
Heavy vehicle — medium truck	Trucks with a total weight from 5 to 13 tonnes, plus buses over 25 passengers.
Heavy vehicle — trailer	Heavy vehicles over 13 tonnes, plus buses and medium trucks.
Equipment — forklift	Forklifts.
Equipment — loader (bulldozer)	Loaders and smaller equipment such as automatic pickers, graders, dumpers and tractors registered with the Traffic Department.
Equipment — crane	Cranes and smaller equipment such as service cranes, telescopic cranes and lighting-maintenance cranes.
Equipment — excavator	Excavators and smaller equipment such as rollers, milling machines, tracked cranes and tracked excavators, plus vehicles that move on tracks or iron wheels.
Public vehicle	Taxis, limousines, passenger and public transport vehicles, or some of these.
Special-needs light vehicle	A light vehicle adapted with special controls for a driver with a disability.

LEARNER (TEMPORARY) LICENCES

While you learn, you hold a temporary learner licence for the class you are training in: motorcycle, light vehicle, heavy vehicle, equipment, or an adapted vehicle for a driver with a disability.

2. Your duties as a licence holder



Carry it every time you drive | Show it when police ask | Never lend it or let others use it | Lost or damaged? Report it

Figure: your duties as a licence holder.

- Carry your licence whenever you drive and show it to police when asked.
- A vehicle owner must never let someone drive who does not hold the right licence for that vehicle.
- You may hold only one licence of each type. Never lend your licence, use it illegally, or let someone else use it.
- If your licence is lost or damaged, report it to the Traffic Department or a nearby branch and apply for a replacement (a fee applies). If you later find the lost licence, hand it back.

3. Conditions for getting a licence

MINIMUM AGE

18	21	ID
Motorcycle, light vehicle, adapted vehicle	Heavy vehicle, equipment, public vehicle	Age is proved by birth certificate or an approved document

MEDICAL FITNESS

You must pass an eye and body check. The eye test looks at the back of the eye, sharpness of vision and colour recognition. You may wear glasses or lenses to reach the required standard. The medical authority of the Ministry of Interior decides which conditions prevent a licence. Your blood group is recorded on the medical form and printed on the licence.



Figure: the medical checks the eyes for sharpness, colour vision and health.

WHEN IS A MEDICAL NEEDED?

When you apply for any licence for the first time · when the Traffic Department asks for one at renewal · when the department learns that a driver may no longer be medically fit.

DRIVING TESTS

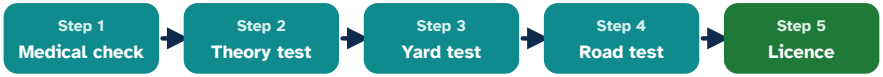


Figure: the road to a full licence.

Theory test — traffic rules and road manners, signs and signals, how a vehicle works and how to use it, and basic first aid.

Practical test — once you pass the theory test you move to two practical stages:

1. **Yard test** inside the training ground, where you perform set manoeuvres.
2. **Road test** on public streets. Pass it and you receive your full licence.

On the road test the examiner checks that you can:

- start the engine
- drive forward and reverse
- use the gear lever
- make normal and sudden stops, including on slopes
- park beside the kerb, between cars, on slopes and between marked lines

- change from one road or lane to another and turn left or right
- signal at the right moment
- obey signals, signs, markings and other drivers' signals, and follow police instructions
- cross junctions, squares and roundabouts
- turn the car around in a tight space
- use lights and all mirrors correctly

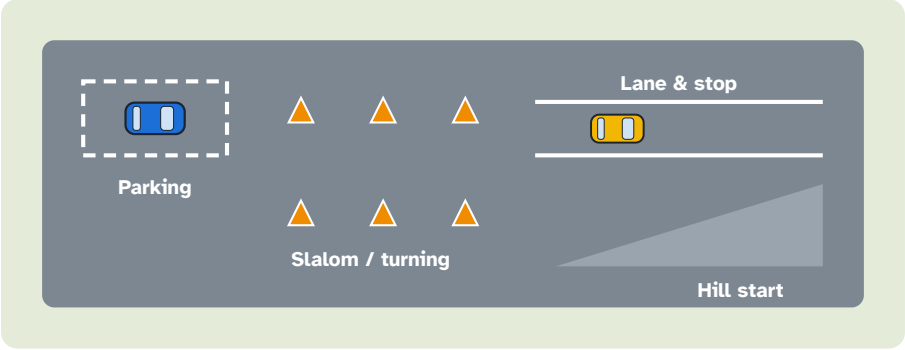


Figure: the yard test checks set manoeuvres before you are allowed on the road test.

After passing, you pay the licence fee and the licence is issued.

4. Documents you will need



Two recent photos · Copy of Qatar ID · Approved medical form · Sponsor's no-objection letter

Figure: the usual documents for a first licence. Residents also need the sponsor papers.

APPLICANT	DOCUMENTS
Qatari and GCC nationals	Two recent 4 × 6 cm photos · copy of Qatar ID · medical form approved by a certified doctor

APPLICANT	DOCUMENTS
Residents	Two recent 4 × 6 cm photos · medical form approved by a certified doctor · sponsor's no-objection letter, or sponsor's signature and stamp on the form · copy of the company registration, or the sponsor's ID for a personal sponsor
Drivers with a disability	Two recent 4 × 6 cm photos · copy of ID (or residence stamp) · medical certificate stating the disability, from the medical body named by the Traffic Department · for non-Qataris, the sponsor documents above

5. Foreign and international licences

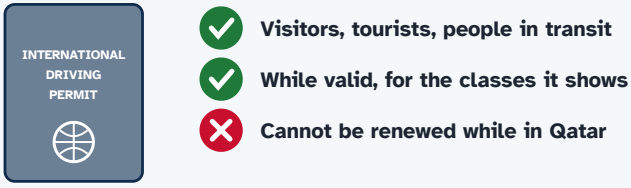


Figure: what an international driving permit allows.

- **International driving permits** issued under the 1968 Vienna Convention are accepted for visitors, tourists and people in transit, for as long as they are valid and only for the vehicle classes they show. They cannot be renewed while the holder is in Qatar.
- Licences covered by international, regional or bilateral agreements that Qatar has signed are treated according to those agreements.
- **GCC residents** may drive in Qatar on a valid licence from their GCC country of residence.
- **Visitors and tourists** with a non-Qatari licence may be allowed to drive if they register the licence with the Traffic Department within 15 days of arrival, stay within the purpose of their visit, and keep the licence valid.

6. Validity and renewal



Figure: licence periods in the curriculum, and the 30-day renewal window. Check current periods on Metrash.

10 yrs	5 yrs	1 yr
Qatari nationals	Non-Qataris	Public vehicle licence

A temporary (learner) licence lasts 3 months. Licences are renewed for the same period after paying the fee. Renew within 30 days after the expiry date, and never drive with an expired licence.

CHECK CURRENT PERIODS

Validity periods have been revised since the curriculum was written. Confirm the current period for your nationality and licence class on Metrash or moi.gov.qa.

FIT TO DRIVE

Driving safely needs a body and mind that are ready for the road. This chapter covers the things that weaken a driver, and how to handle difficult conditions.

1. Health and eyesight

Good health and good eyesight work together. Even a cold, flu or headache can dull your senses and slow your reactions, and the effect differs from person to person. If you feel unwell, let someone else drive. If that is impossible, take a companion, concentrate fully and avoid risky roads.

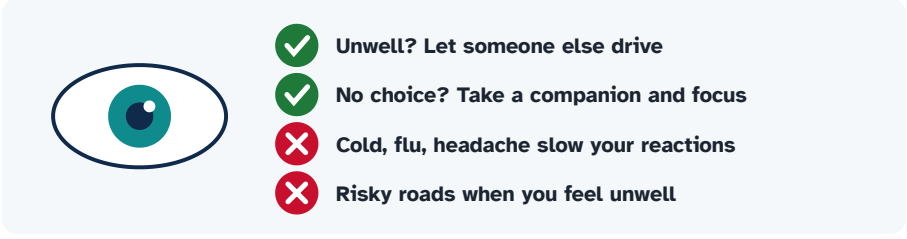


Figure: health and eyesight work together — only drive when both are good.

2. Anger at the wheel

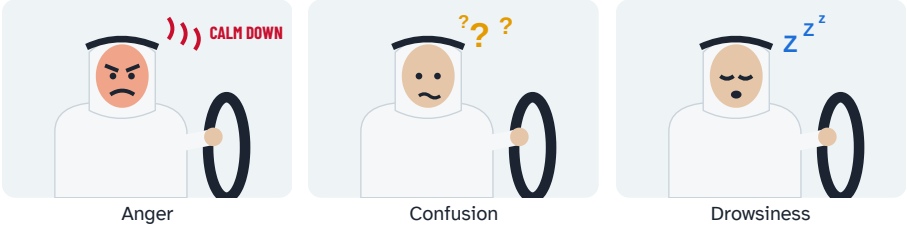


Figure: anger, confusion and drowsiness all make a driver slower to spot and react to danger.

Other drivers will make mistakes. Reacting with anger turns a small error into a dangerous one. To stay out of road rage:

- Remember that you make mistakes too.
- Stay calm and keep a safe gap from the other car.

- Drive cooperatively and think about other road users.
- Treat other drivers the way you want to be treated.

3. Confusion and panic

A confused driver cannot avoid a hazard as it appears, or drives into one. Common causes:

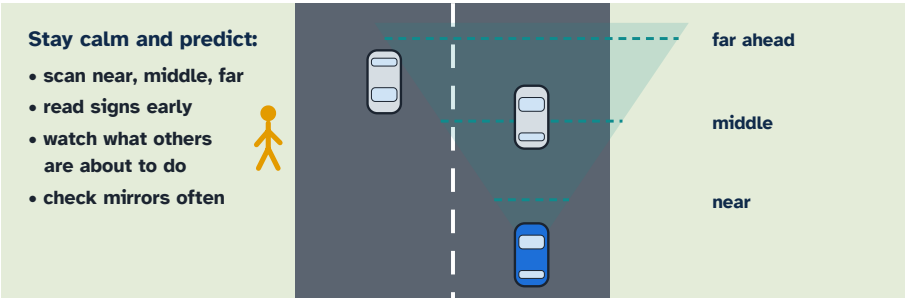


Figure: scanning ahead gives you time to understand a situation instead of panicking.

- not predicting what other road users are about to do
- too little experience of a situation
- misreading or not understanding signs or road markings
- misjudging an emergency
- not scanning the road and collecting information
- not knowing the traffic law
- poor concentration or a wandering mind

4. Drowsiness



Photo: yawning at the wheel — time to stop and rest

A driver who has not slept enough puts everyone at risk. Crashes happen when a driver nods off, or loses concentration after driving too long without a break. Pull over and rest if you notice any of these:

- repeated yawning
- drifting out of your lane
- heavy eyelids or blurred vision
- trouble holding your head up
- speed creeping up or dropping without meaning to
- no memory of the last few kilometres

5. Fatigue and stress

Stop and rest when you feel tired or stressed. To prevent it:

- Sleep well before a journey and avoid long drives at the end of the day.
- Avoid driving between 10 pm and 6 am where you can.
- Share the driving if possible.
- Take a 15-minute break every two hours — and stop before you feel tired.
- Eat light snacks rather than fatty meals, and drink plenty of water.
- Do not overdo coffee or sugary drinks.

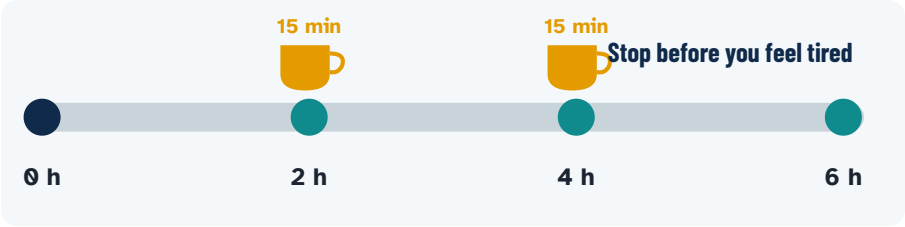


Figure: on long drives, take a 15-minute break every two hours.

6. Alcohol, drugs and medicines

Driving under the influence of alcohol, drugs or any mind-altering substance is a criminal offence and a major cause of crashes. The more alcohol in the blood, the higher the risk. Alcohol:

1. slows the brain, so reactions come late
2. distorts your sense of your own speed and of the distance to other cars and pedestrians
3. gives false confidence
4. makes it hard to do two things at once — you may steer and miss a red light or a car from a side road
5. makes you sleepy

Medicines taken without medical advice can also affect concentration, mood, decisions and reaction time. Read the label, follow warnings about driving, and ask your doctor or pharmacist. Medicines that can affect driving include:

- some treatments for blood pressure, nausea, allergies, inflammation and fungal infections
- sedatives, strong painkillers and sleeping pills
- some diet pills and some cold and flu remedies

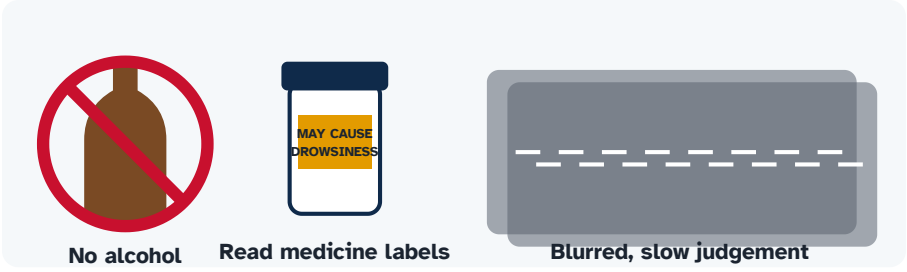


Figure: alcohol, drugs and some medicines blur vision and slow reactions.

DANGER

Driving under the influence of alcohol, drugs or mind-altering substances is a legal offence that leads to severe penalties.

7. Distraction inside the car

You cannot control distractions outside the car, but you can remove most of them inside it:

1. Do not browse your phone or make calls while driving.
2. Put loose items in a bag, a box or the boot before you set off.
3. Ask passengers to keep the noise down and not draw your attention.
4. Set the radio or music before moving, not while driving.
5. Keep your eyes on the road, not on billboards or a crash on the other side.

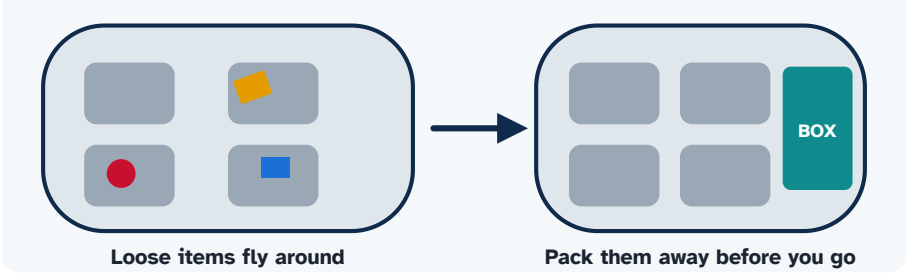


Figure: put loose items in a box, bag or the boot before you set off.

8. Mobile phones



Photo: a phone in your hand means your eyes are off the road

Using a phone slows your reactions and leads to typical errors: drifting or changing lanes without looking, speeding up and slowing down for no reason, losing the gap to the car in front, and misjudging gaps in traffic. To stay safe:

1. Use the phone only when the car is fully stopped.
2. Ask a passenger to answer calls for you.
3. Let calls go to voicemail.



Figure: hand-held phone use while driving is fined.

FINE
Using a mobile phone or any other device held in your hand while driving: QR 500.

9. Sun glare

Qatar is sunny most of the year, and low sun at sunrise and sunset can blind you. Slow down at these times, watch the traffic around you closely, wear sunglasses and use the sun visor.



Photo: low sun on a Doha highway at sunset

10. Rain

Roads are most slippery in the first minutes of rain. The more water on the road, the less grip your tyres have and the longer you need to stop.

CRASH REPORTS

Police reports in Qatar show many rain crashes happen because drivers do not adjust their speed or following distance to the weather.

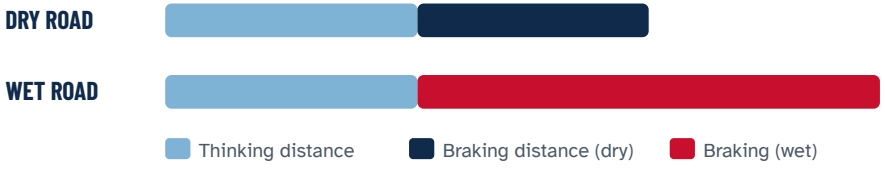


Figure: on a wet road the braking distance can double, so slow down and leave a bigger gap.

SKIDDING

A skid can start without warning: the steering feels light and the car sways. Speed, tyre pressure, tyre condition and the road surface all play a part. Below 80 km/h the risk drops a lot. To avoid and handle a skid:

- Keep under 80 km/h when the road is wet.
- Keep a long gap from the car ahead. If you can, use the middle lane — water collects first in the outer lanes.
- Hold the steering wheel firmly. Do not brake hard or accelerate.
- Lift off the accelerator gently to slow down; brake softly only once the car is under control.

DRIVING IN HEAVY RAIN

- Slow right down. In very heavy rain, pull over and wait.
- Switch on headlights and use the wipers.
- Use hazard lights only if you are stopped.
- Check your mirrors for cars coming up too close.



Photo: heavy rain on the windscreen — wipers on, speed down

TIP

Tyre tread channels water away. Worn tyres let water build up in front of them and lose grip, so check your tread — and still slow down after heavy rain.

11. Fog



Photo: morning fog on a city highway

If you cannot delay your journey until the fog clears:

- Drive slower so you have time to stop.
- Use dipped headlights or fog lights — never full beam, which reflects off the fog.
- When entering fog, check your mirrors and touch the brake so your brake lights warn drivers behind.
- Watch your speedometer. Drivers tend to speed up without noticing once they get used to the fog.
- If you can see less than 12 metres ahead, slow to below 40 km/h.
- Use the wipers and demister, and watch for cars without lights.
- Keep a long gap and use the right edge of the road as your guide.

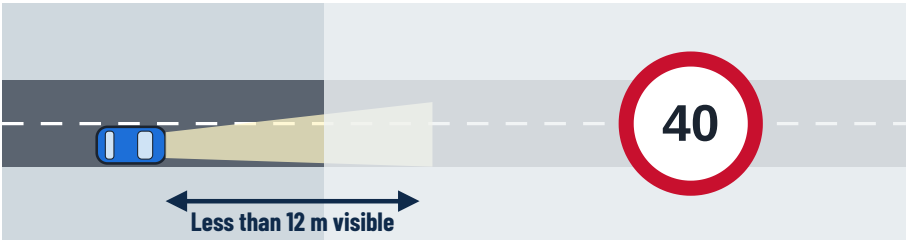


Figure: in thick fog use dipped lights and stay under 40 km/h when you can see less than 12 m.

TIP

Use hazard lights only when you are stopped, to warn others that you are there.

12. Sandstorms

Blowing sand reduces grip, hides the road edge, and can hide hazards such as stopped cars, slopes and bends. Dust on the windows cuts visibility further. In a sandstorm:

- Slow down to suit the storm so you can stop safely.
- Keep a safe gap — you need more distance to stop.
- In poor daytime visibility, drive with dipped headlights, rear lights and number-plate light on.
- Switch from full beam to dipped beam so you do not dazzle others.
- No red light may show at the front of the vehicle.



Photo: a sandstorm cuts visibility on a desert highway

13. Night driving



Photo: night traffic on a busy Doha road

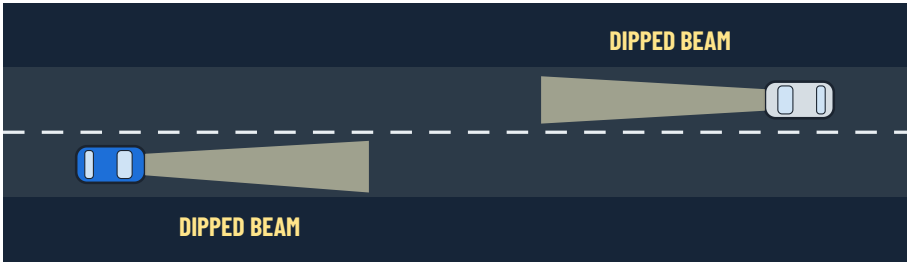


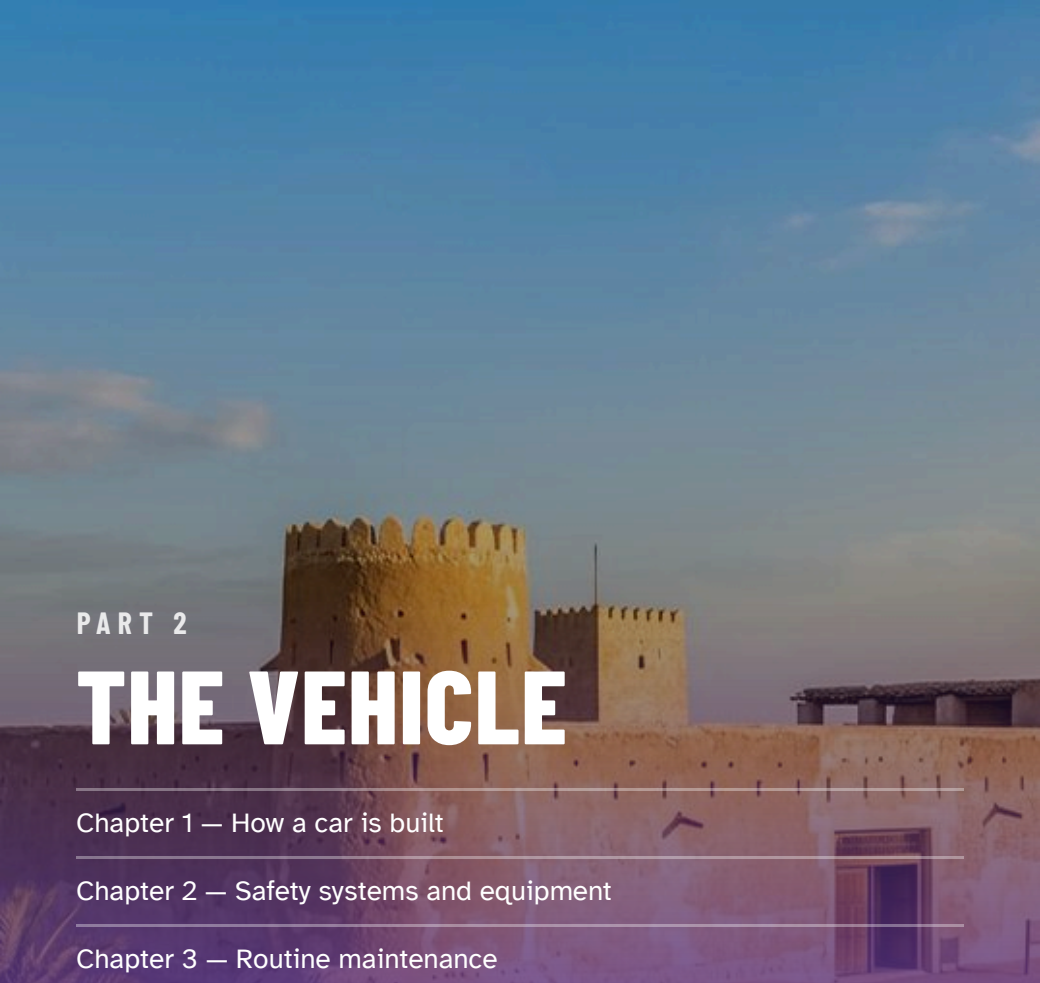
Figure: switch from full beam to dipped beam when you meet another vehicle at night.

- Keep the windscreen clean — a dirty screen scatters light and tires your eyes.
- Use dipped beam in towns. Full beam is fine on open roads unless a vehicle is close ahead or coming towards you.
- If another driver harasses you, slow down and keep to the right lane until they pass.
- Do not stare at oncoming headlights.
- Keep interior lights off unless needed.
- When overtaking, use dipped beam so you do not confuse the driver ahead.
- Avoid the horn at night. To warn others, flash your headlights.

CHECK YOURSELF · PART 1

1. What is the minimum age for a heavy-vehicle licence?
2. Within how many days of arrival must a visitor register a foreign licence?
3. Below what speed should you drive in fog when you can see less than 12 m?
4. How long should you rest, and how often, on a long drive?
5. What is the fine for using a hand-held phone while driving?

Answers: 1) 21 · 2) 15 days · 3) 40 km/h · 4) 15 minutes every 2 hours · 5) QR 500



PART 2

THE VEHICLE

Chapter 1 — How a car is built

Chapter 2 — Safety systems and equipment

Chapter 3 — Routine maintenance

Chapter 4 — Breakdowns, loads, crashes and insurance

2

HOW A CAR IS BUILT

A motor vehicle is a machine with its own engine that moves on the road. Knowing its main systems helps you understand the warning lights, describe a fault to a mechanic and answer theory questions.

1. Main parts

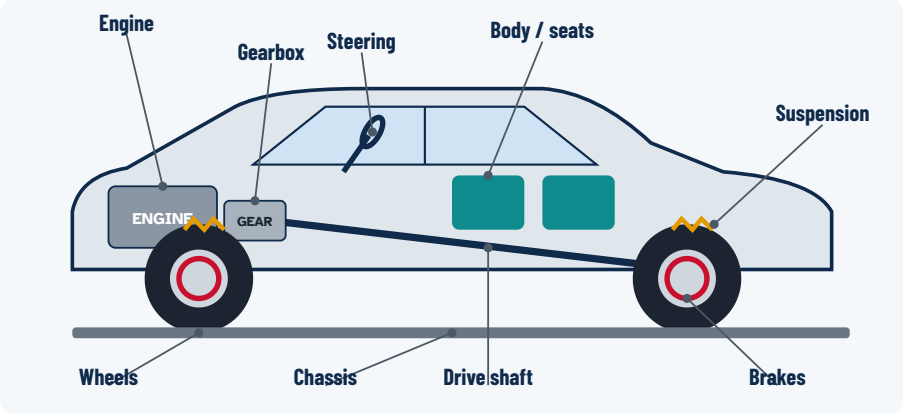


Figure: the main parts of a car and where they sit.

PART	JOB
Chassis	The base frame that every other part is mounted on.
Body	The cabin for the driver and passengers.
Engine	Turns the heat energy stored in fuel into movement.
Clutch or torque converter	Connects and disconnects engine power from the gearbox.
Gearbox	Gives extra pulling force when starting and changes the speed range.
Drive shafts and axles	Carry the movement from the gearbox to the wheels.
Suspension	Soaks up bumps from uneven roads.
Wheels and tyres	Move the car and help absorb shocks.

PART	JOB
Brakes	Slow and stop the car.
Steering	Points the car where you want to go.
Safety systems	Protect the driver and passengers (see Chapter 2).

2. The instrument panel

The panel in front of you shows gauges and warning lights that report the state of the car. Learn what each one means — some are routine, others mean stop now.

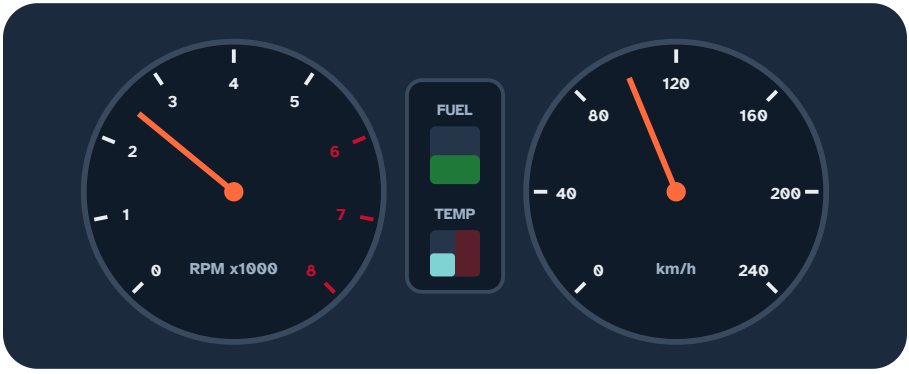


Figure: rev counter, fuel and temperature gauges, and speedometer.

GAUGES

GAUGE	WHAT TO WATCH FOR
Engine temperature	The needle should never reach the red zone.
Fuel level	Do not let it fall below a quarter of a tank.
Rev counter (rpm)	Keep engine speed under about 5,000 rpm.
Speedometer	Shows your speed; the highest limit on Qatar roads is 120 km/h.
Odometer	Total distance — use it to time your servicing.

WARNING AND INFORMATION LIGHTS

	LIGHT	WHAT TO DO
	Engine oil pressure	Must go out once the engine starts. If it stays on, switch the engine off at once.
	Battery / charging	Must go out after starting. If not, switch off and get it checked.
	Low fuel	Refuel at the nearest station.
	Brake fluid / brake fault	Must go out after starting. If not, check the brake fluid.
	Handbrake on	Release the handbrake before moving off.
	Door open	Close all doors properly.
	Boot open	Close the boot before starting.
	Main beam on	Switch to dipped beam when you meet other traffic.
	Rear screen demister	Use it only when the rear window is misted.
	Seat-belt reminder	At least the front-seat occupants must buckle up.
	Engine overheating	Stop driving and switch the engine off immediately.
	O/D off	Overdrive is off. Using O/D saves fuel.
	Check engine	Visit a workshop to read the fault code by computer.
	Airbag (SRS)	There is a fault in the airbag system — get it checked.
	Timing belt (T-BELT)	The timing belt is due — replace it as soon as possible.
	ABS	Fault in the anti-lock brakes.
	Automatic gearbox oil hot	Stop in P. When the light goes out, carry on. If it flashes, see a workshop.

LIGHT	WHAT TO DO
Skid / stability control	Fault in the system — see a workshop.
Fuel filter	Replace the fuel filter soon.
Speed limit warning	Slow down.
Suspension (KDSS)	Fault in the system — see a workshop.

TIP · COLOUR CODE

Red lights usually mean stop safely and act now. Amber lights mean get it checked soon. Green and blue lights just tell you something is switched on.

SAFETY SYSTEMS AND EQUIPMENT

Modern cars carry many safety systems. When you choose a car, compare how well equipped it is.

1. Seat belts



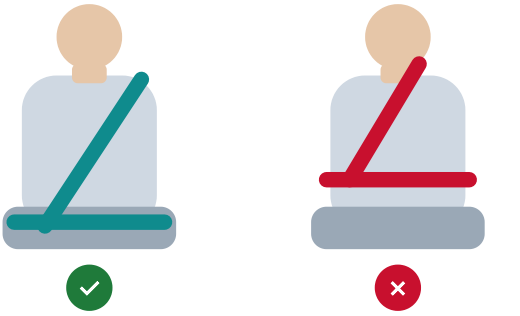
Photo: buckle up before you move off — every trip

Everyone in the car should wear a belt. Qatar law requires the driver and front passenger to belt up. A seat belt:

- holds you in your seat when the car stops suddenly
- keeps your head and face off the steering wheel and dashboard
- cuts injuries by roughly 40–50%
- stops passengers being thrown into each other
- helps the driver keep control and avoid a second collision

Why it matters: everyone inside travels at the car's speed. If the car stops suddenly, unbelted bodies keep moving at that speed — into the wheel, the windscreen, each other, or out of the car.

WEARING IT CORRECTLY



Over shoulder, low on hips **Across neck, on stomach**

Figure: wear the diagonal strap over the shoulder and the lap strap low across the hips.

- The lap strap goes low across the hips; the diagonal strap crosses the chest and shoulder, not the neck.
- Keep it snug and untwisted. A slack belt protects far less.
- One belt, one person.
- Belt up every trip, however short.

> **THE LAW**
> It is a violation for the driver or the front passenger not to wear a seat belt while the car is moving.

CHILDREN



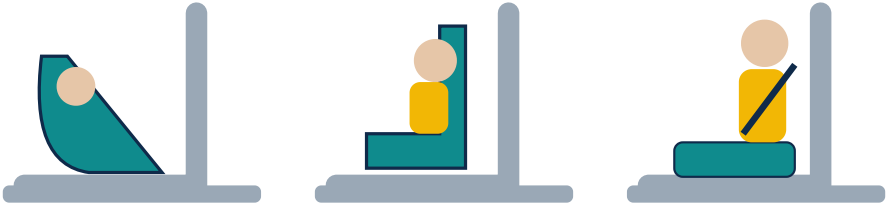
Photo: a child secured in a seat that fits, in the back

Adult belts do not fit children. Children from about one to ten years need a seat that suits their age and size.

- Secure children on every journey.
- Seat them in the back.
- Use a restraint that fits the child's size, and fit it properly.

> **TRAFFIC LAW NO. 19**
> Children under ten may not sit in the front seats of a moving vehicle.

BABIES



Rear-facing (babies) | Forward-facing (toddlers) | Booster seat

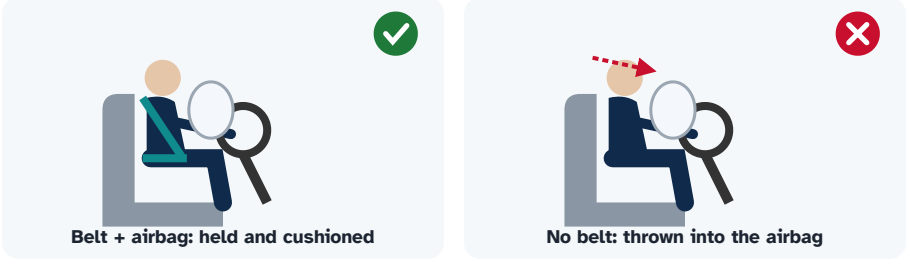
Figure: child restraints by age, always in the back seat. Children under ten may not sit in front.

From birth, babies ride in a rear-facing seat in the back, until they reach the seat's weight or height limit (check the label or manual). A baby in the front seat can be fatally injured by the passenger airbag. When the baby outgrows the rear-facing seat, switch to a forward-facing seat.

> **TIP**
> Pregnant women should wear the seat belt too, for their own safety and the baby's.

2. Airbags

In a crash, airbags inflate to stop the driver's head and chest hitting the wheel and windscreen, and to cushion passengers. Many cars also have side airbags. Airbags work with seat belts, not instead of them — without a belt you can still be thrown from the car, and the airbag itself can injure you.



Belt + airbag: held and cushioned

No belt: thrown into the airbag

Figure: airbags work with seat belts, never instead of them.

3. Head restraints

They stop the head snapping back in a crash or hard stop, which can break the neck and cause paralysis. Adjust them to the height of your head.

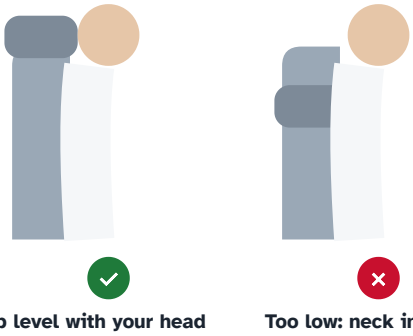


Figure: set the head restraint level with the top of your head.

4. Collapsible steering column

The column has built-in weak points that fold forward in a crash, absorbing the impact instead of driving into the driver.



Figure: a collapsible steering column absorbs the impact instead of pushing into the driver.

5. ABS — anti-lock brakes

ABS stops the wheels locking when you brake hard, even on slippery roads. You keep steering control and usually stop in a shorter distance.

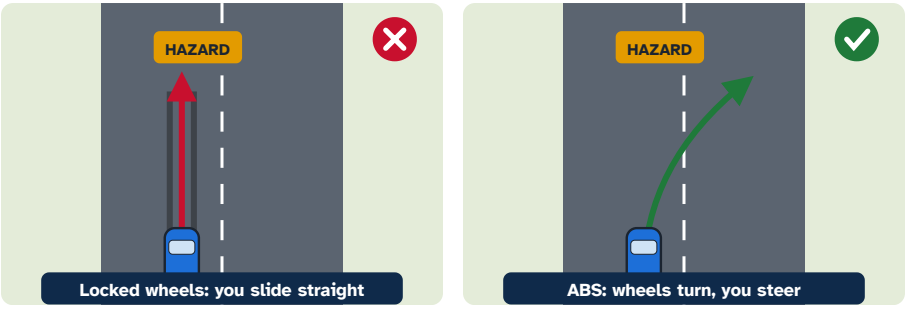


Figure: under hard braking, ABS keeps the wheels turning so you can still steer round a hazard.

6. Side-impact beams

Steel beams inside the doors strengthen the sides of the car against side collisions.

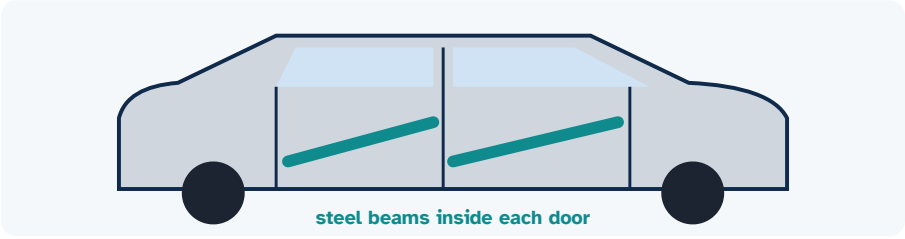
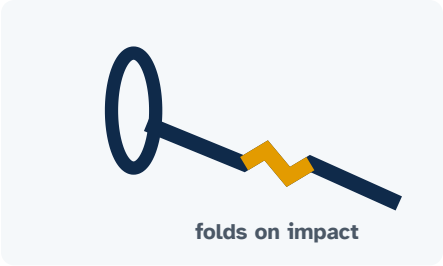


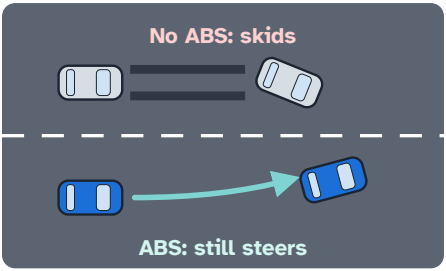
Figure: side-impact beams inside the doors protect you if another car hits the side.

7. ESP — electronic stability

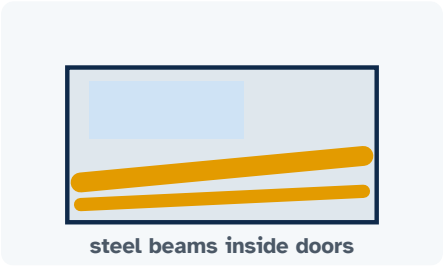
ESP keeps the car on its path when you swerve around a sudden obstacle, and stops it sliding wide on a bend taken too fast or on a changing surface.



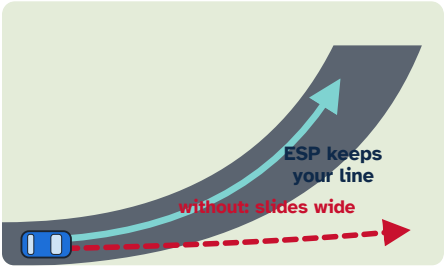
Collapsible steering column



Anti-lock brakes (ABS)



Side-impact beams



Electronic stability (ESP)

Figure: safety systems built into modern cars.

8. Crumple zones

Older cars were made stiff all over. Modern cars keep only the passenger cell rigid. The front and rear are designed to fold in a controlled way and absorb the force of a crash.

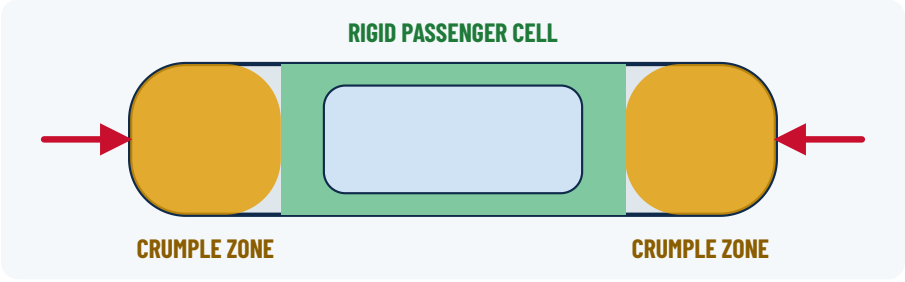


Figure: front and rear fold to absorb a crash; the passenger cell stays strong.

9. Equipment to carry

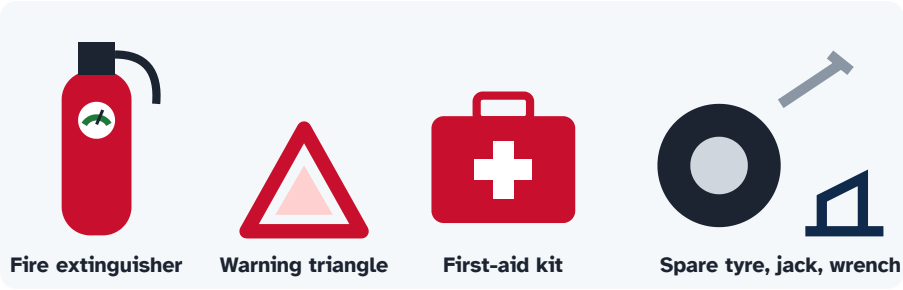


Figure: equipment to keep in the car. Check the extinguisher gauge is in the green.

FIRE EXTINGUISHER

Choose a type suited to your vehicle and load — for example, a water-based extinguisher spreads a fuel fire. Do not use it in a closed space. On an engine fire, do not throw the bonnet wide open; aim through a small gap. Check the pressure gauge regularly.

WARNING TRIANGLE AND FIRST-AID KIT

The warning triangle is an equilateral triangle with sides of at least 45 cm and a reflective surface. Place it behind your stopped vehicle — further back on faster roads. The first-aid kit holds basic medical supplies.

TOOLS AND SPARE TYRE

Carry at least a jack, jack handle and wheel-nut wrench. Check the spare tyre's pressure from time to time.

ROUTINE MAINTENANCE

Regular maintenance can save your life as well as money, time and effort. Know the basics.



Photo: under the bonnet: check fluids, belts and battery regularly

1. Oils and fluids

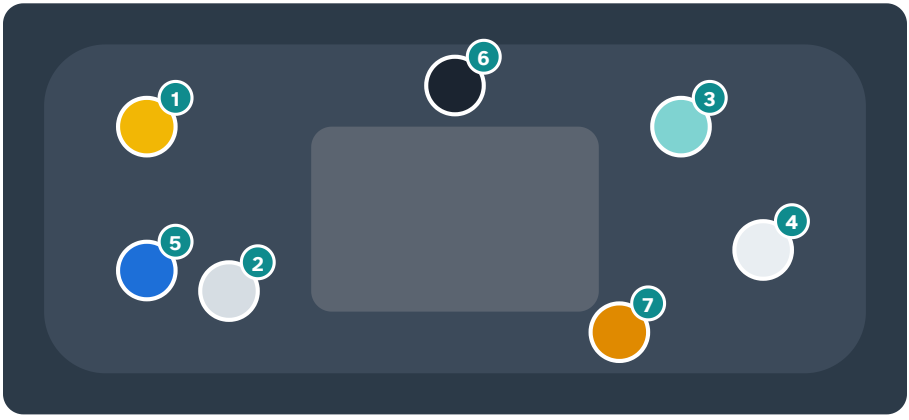
ITEM	GUIDANCE
Engine oil	Change about every 5,000 km in normal use, with the grade the maker specifies. Check the level on the dipstick before starting the engine.
Gearbox oil	Manual: check about every 15,000 km at a service station. Automatic: check the level about every 5,000 km with its dipstick.
Power-steering fluid	Check about every 5,000 km and top up before driving if it is below the mark.

ITEM	GUIDANCE
Brake fluid	Check weekly. A slow fall is normal as the pads wear. If it drops below MIN, top up and have the brakes checked. Use only the grade on the cap (DOT 3 or DOT 4) — mixing grades damages the rubber seals.
Coolant	Cap tight, no leaks, antifreeze present. Top up with distilled water when low.
Washer fluid	Keep the reservoir filled all year.
Battery	Check the fluid level and that cells are sealed. On sealed batteries, a green indicator is good; black means replace.



Oil level should sit between MIN and MAX.

Figure: check engine oil with the dipstick before starting.



1 Engine oil cap **2** Dipstick **3** Coolant **4** Brake fluid
5 Washer fluid **6** Battery **7** Power steering

Figure: where to check fluids under the bonnet.

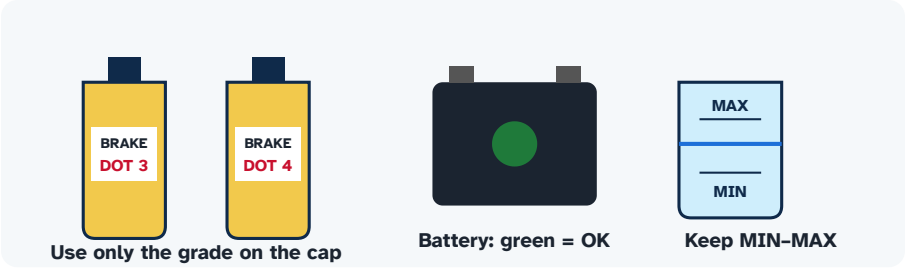


Figure: check brake fluid grade, battery indicator and fluid levels between MIN and MAX.

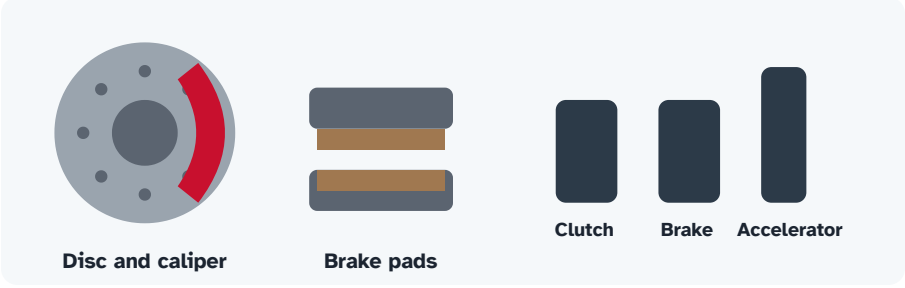


Figure: brake parts. Worn pads lower the brake-fluid level; the pedals are clutch, brake and accelerator.

2. Filters

- **Air filter** — replace when dirty. A clean filter saves fuel and keeps the engine strong.
- **Oil filter** — replace at every second oil change.
- **Automatic gearbox filter** — replace with the gearbox oil, as the maker advises.
- **Air-conditioning filter** — replace when airflow into the cabin gets weak.

3. Belts

- Alternator belt and air-conditioning belt — inspect at every oil change.
- Timing belt — replace every 100,000 km or as the maker recommends.

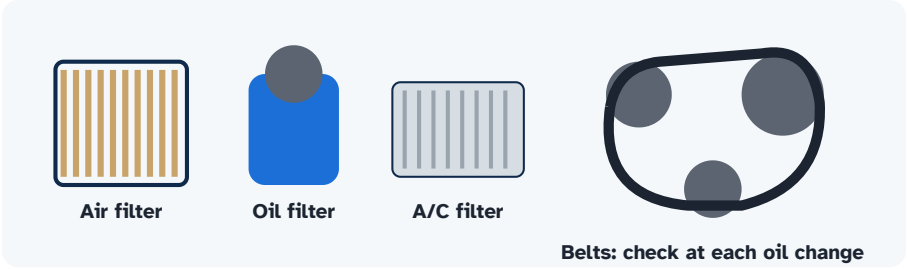


Figure: filters to replace and drive belts to inspect. Replace the timing belt about every 100,000 km.

4. Tyres



Photo: check tyre tread, sidewalls and pressure

Tyres carry the car's weight, transfer its power to the road, absorb bumps, and do all the braking and steering. A tyre fault affects everything. Check them often:

- Look for cuts, bulges and damage.
- Keep the pressure on the label in the driver's door frame. Too low or too high both damage the tyre and reduce control.
- Replace tyres when tread depth reaches 2 mm, or if a tyre bulges or is damaged.

- Fit only the size the maker recommends (also on the door label).



Photo: checking tyre pressure with a gauge



Replace the tyre at 2 mm, or if it bulges or is cut.

Figure: measure the depth of the tyre grooves.

BREAKDOWNS, LOADS, CRASHES & INSURANCE

1. Sudden breakdown



Photo: off the lane, hazard lights on, triangle placed well behind

- Signal and leave the traffic lane safely.
- Pick a safe place to stop.
- Switch on hazard lights if your car blocks traffic.
- Place the warning triangle so drivers can see it about **50 m** before your car on city roads and about **100 m** on highways.
- Switch on side lights in darkness or poor visibility.
- Never stand, or let anyone stand, between your car and oncoming traffic.
- At night or in poor visibility, do not stop where your lights cannot be seen.
- If you have a disability, stay in the car with hazard lights on and call for help.

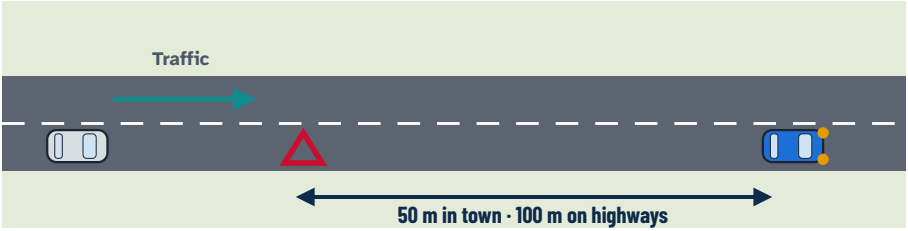
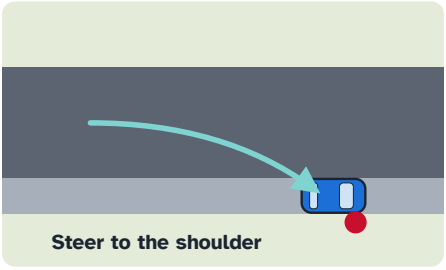


Figure: place the warning triangle well behind your stopped car so drivers see it in time.

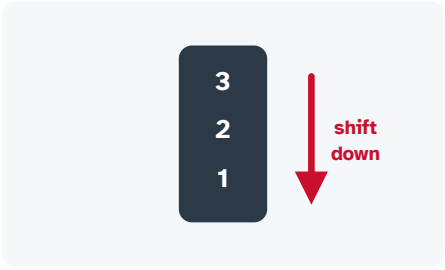
TRAFFIC LAW NO. 19

If your vehicle stops on an unlit road at night, or by day in poor visibility, move it off the carriageway and set the reflective triangle behind it so other road users can see it.

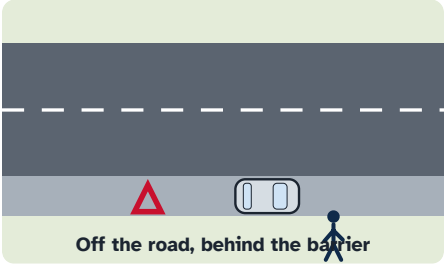
2. Serious faults



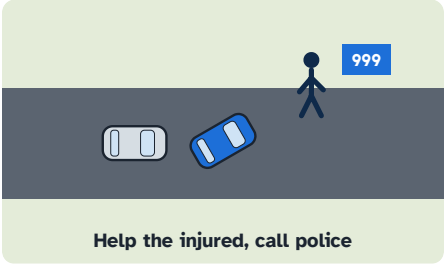
Tyre blow-out



Brake failure: lower gears



Engine stops on a highway



After a crash

Figure: what to do when something goes wrong on the road.

TYRE BLOW-OUT

Hold the steering wheel firmly to keep the car straight, slow down gradually, and steer off the road once under control.

BRAKE FAILURE

Usually caused by skipped maintenance. Shift down through the gears to slow the car, then use the handbrake, then steer off the road.

ENGINE CUTS OUT

On a highway, think first about how to get off the road without causing a crash or blocking traffic.

3. Towing a trailer

A trailer makes the car slower to accelerate, longer to stop (especially downhill) and harder to turn. It can block the road on tight corners, and crosswinds or passing trucks can push it about.

- Keep out of the fast lanes.
- Make sure the trailer's brake lights work.
- Use a lower gear on long or steep slopes to save the brakes.
- Avoid sudden lane changes, swerves and harsh braking.
- If the trailer starts to sway, hold or slightly raise your speed until it settles. If the trailer has its own brake control, use it to steady the trailer.

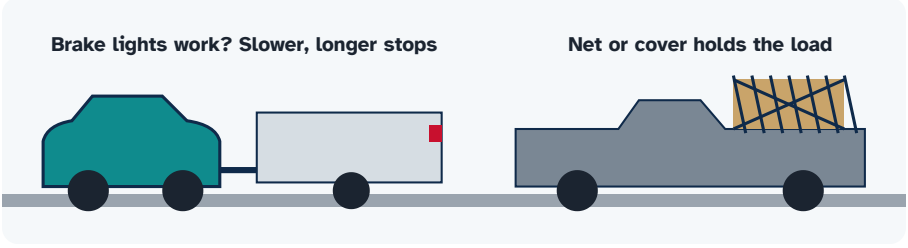


Figure: towing a trailer and securing a load.

4. Securing a load

Weight alone will not hold a load. Bumps and sudden stops can shift furniture, tools and heavy items. Use a cover, tarpaulin or cargo net — it keeps the load in place, clean and dry.

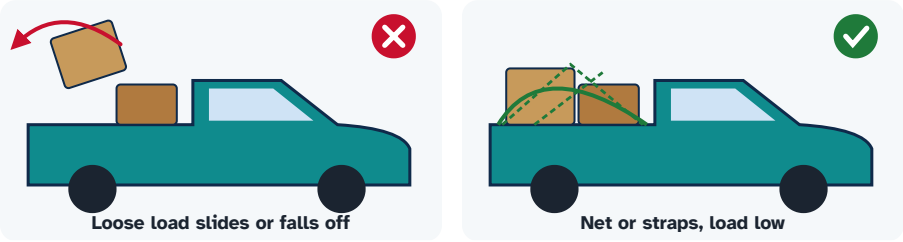


Figure: weight alone does not hold a load — tie it down and cover it.

5. After a crash

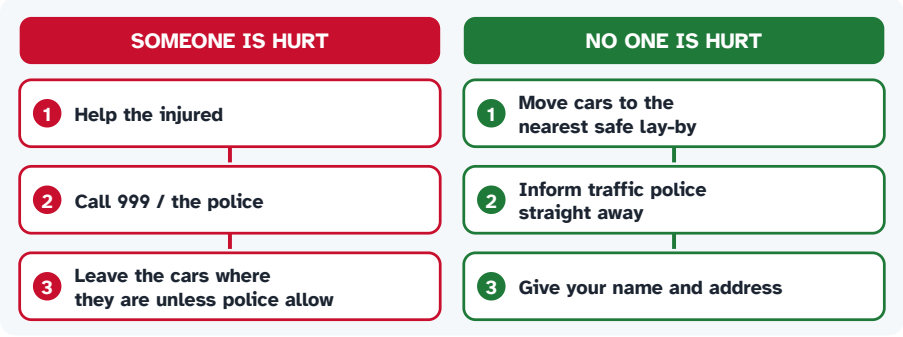


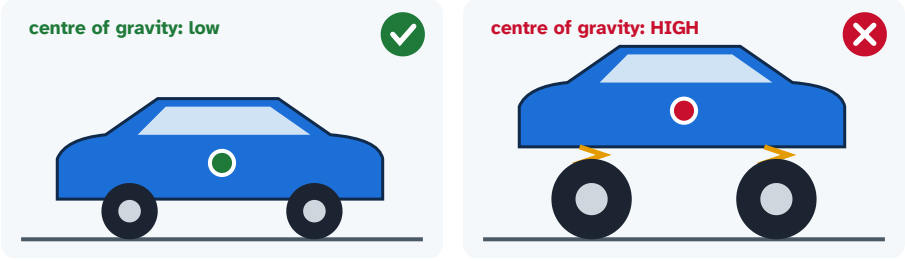
Figure: what to do after a crash depends on whether anyone is injured.

- **If anyone is hurt:** help the injured, call the police, and do not move your vehicle unless police allow it (for example to help a casualty).
- **If no one is hurt and the cars can move:** move them to the nearest safe lay-by and inform traffic police straight away.
- Give your name and address — and the owner's, if asked — to the police.

FINE
Not moving the cars to the nearest lay-by after a minor crash: QR 1,000 and 3 points.

6. Modifications

Raised springs and oversized tyres make a car unstable and more likely to roll over. Makers advise against modifications in their manuals, and many parts carry warnings.

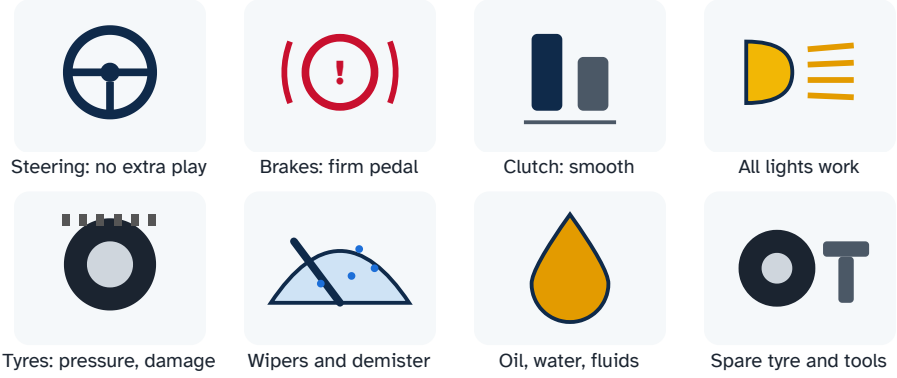


As built by the maker

Raised springs, oversized tyres

Figure: lifting a car raises its centre of gravity and makes it easier to roll over.

7. Daily and periodic checks



Steering: no extra play

Brakes: firm pedal

Clutch: smooth

All lights work

Tyres: pressure, damage

Wipers and demister

Oil, water, fluids

Spare tyre and tools

Figure: a quick daily check before you drive. The table below adds the periodic checks.

SYSTEM	DAILY	PERIODIC
Steering	Play in the wheel	Ball joints, steering rack
Brakes	Pedal feel before and after starting (servo)	Brake fluid level
Clutch	Clutch works smoothly	Pedal free play
Lights	Front and rear lights work	Headlight aim

SYSTEM	DAILY	PERIODIC
Tyres	Pressure and visible damage	Wheel balance, tread
Other	Wipers, heater, demister, seat belts	Hoses, oil and water levels, tools, spare tyre

8. Motor insurance

Third-party insurance is compulsory. It covers your legal liability for damage and injury your vehicle causes inside Qatar — to other people and to your passengers, including the driver — with no upper limit on compensation, including death and injury.



Figure: what compulsory third-party insurance covers.

POLICY RULES

1. Issued by a company licensed for motor insurance in Qatar.
2. Details must match the vehicle's import papers or its Traffic Department registration.
3. Written in Arabic, with any other language added.
4. Valid for the registration period; the insurer cannot cancel it during that period.
5. If registration details change, add an endorsement or take a new policy before the Traffic Department approves the change.
6. When the vehicle is sold, the policy passes automatically to the new owner until it expires.
7. If the policy is replaced or the registration cancelled early, the insurer refunds the unused part of the premium, minus up to 10% for issuing costs.

WHEN THE INSURER CAN RECOVER WHAT IT PAID FROM YOU

- The policy was issued on false or hidden information.
- The vehicle was used for another purpose, overloaded, or used for racing or speed trials.
- The driver was under the influence of alcohol or drugs.
- The driver had no valid licence for that vehicle and drove with the owner's consent.
- The damage was caused deliberately by the insured.
- The crash came from a serious breach of the traffic law.

KEY POINTS

- Anyone in, getting into or getting out of the vehicle — including the driver — counts as a passenger.
- The insurer must pay or repair within 10 days of receiving the police report.
- Tell your insurer within 72 hours of the crash. A late report does not let the insurer refuse to pay the injured party.
- Claims must be in writing with a police report attached.
- Do not admit liability or agree a private settlement without the insurer's written consent — it will not bind them.
- Premiums depend on the vehicle type and engine size; ask your insurer for current prices.

COMPULSORY INSURANCE FEES IN THE CURRICULUM

The 2016 curriculum lists these yearly fees for compulsory third-party insurance on private cars, by engine size:

ENGINE	NORMAL CARS	4WD & SPORTS CARS
4 cylinders	QR 400	QR 500
6 cylinders	QR 500	QR 600
8 cylinders	QR 600	QR 800
More than 8 cylinders	QR 800	QR 1,200

CHECK CURRENT PRICES

Insurance fees may have changed since the curriculum was written. Confirm the current amount with a licensed insurer.

CHECK YOURSELF · PART 2

1. What should you do if the oil-pressure light stays on after starting?
2. At what tread depth must a tyre be replaced?
3. How far back should the warning triangle be visible on a highway?
4. Can a child of eight sit in the front seat?
5. Within how many hours must you tell your insurer about a crash?

Answers: 1) Switch the engine off immediately · 2) 2 mm · 3) About 100 m · 4) No — under-tens ride in the back · 5) 72 hours



PART 3

SIGNALS, SIGNS & MARKINGS

Chapter 1 — Police hand signals and whistles

Chapter 2 — Traffic lights

Chapter 3 — Traffic signs

Chapter 4 — Road markings

3

POLICE HAND SIGNALS

Road traffic is controlled by four tools, in this order of authority: a traffic officer's hand signals, traffic lights, signs, and road markings. When an officer is directing traffic, the officer's signals override every light, sign and marking.

TRAFFIC LAW NO. 19
When a police officer is directing traffic by hand, drivers must follow the officer's signals only. All other traffic signals are suspended.

1. The six hand signals



Photo: an officer stopping traffic at a junction

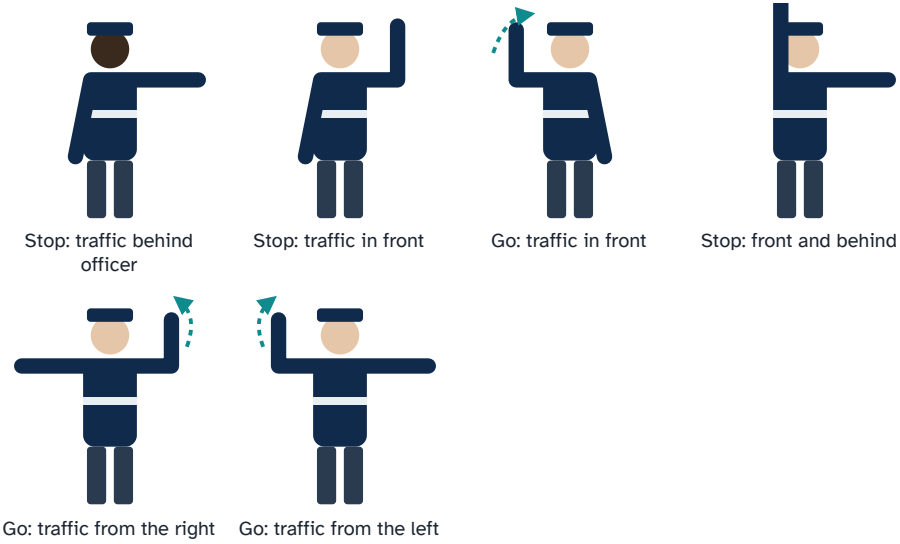


Figure: the six hand signals as the driver sees them. Dotted arrows show a waving arm.

SIGNAL	WHAT THE OFFICER DOES
Stop — traffic behind the officer	Back turned to that traffic. One arm stretched straight out at shoulder height, back of the hand towards the traffic; the other arm down by the side.
Stop — traffic in front	Facing the traffic. One arm raised, bent at a right angle, palm facing forward; the other arm down.
Go — traffic in front	Facing the traffic. Upper arm forward at shoulder height, forearm raised at a right angle, back of the hand towards the drivers; the forearm waves back and forth to call traffic on.
Stop — front and behind together	One arm raised straight up, palm towards the oncoming traffic; the other arm straight out at shoulder height towards the traffic behind, back of the hand to it.
Go — traffic from the right	Front and rear traffic stop. Left arm straight out at shoulder height, palm open upwards; right upper arm out to the side with the forearm bent up, waving traffic through from the right.

SIGNAL	WHAT THE OFFICER DOES
Go — traffic from the left	The mirror image: right arm straight out, left forearm waving traffic through from the left.

TIP · HOW TO REMEMBER

An open palm facing you means stop. An arm stretched across your path means stop. A waving forearm means move.

2. Whistle signals



Figure: whistle patterns and what they mean.

WHISTLE	MEANING
Short, then long	Stop. The short blast gets attention; the long blast stops traffic or pedestrians.
Long, then short	Move. The long blast gets attention; the short blast starts traffic moving.
Several short blasts	Speed up — keep the traffic moving quickly.
Several long blasts	Extra caution. Stop and work out what the officer wants. Also used to alert other officers.

TRAFFIC LIGHTS

Traffic lights are electrically operated signals that control vehicles and pedestrians at junctions, roundabouts and crossings. They rank second only to a police officer's hand signals.



Photo: a signal-controlled junction in Doha



Figure: every traffic-light state and what it means.

1. What each light means

LIGHT	WHAT YOU MUST DO
Red	Stop completely before the stop line (or before the crossing, junction or roundabout) and wait for the light to change.
Flashing red	Stop at the line, then give way to traffic and pedestrians before going. It works like a STOP sign.
Amber after green	Red is coming — stop.
Amber after red	Green is coming — get ready to move.
Green	Go in the direction shown by the light or its arrow, once the junction is clear.
Flashing amber	Proceed with care, giving way to pedestrians and to vehicles with priority. It works like a GIVE WAY sign.
Flashing green	Green is about to end. Ease off and be ready to stop.

TRAFFIC LAW NO. 19
Drivers must obey automatic traffic lights.

2. Types of vehicle signals

- **Fixed-time signals** give each direction a pre-programmed share of a cycle of constant length.
- **Sensor (vehicle-actuated) signals** use detectors in the road surface, so green time changes with demand.
- **Centrally controlled signals** are adjusted from a control room using CCTV, which works best on busy corridors.

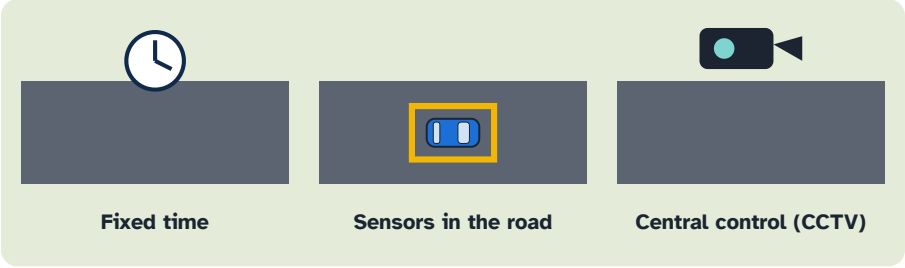
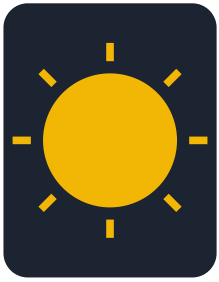


Figure: the three ways traffic signals are timed.

3. Pedestrian signals



Figure: pedestrian signals. Drivers must give way when the green figure shows.



Flashing amber



Audible signal

Figure: a single flashing amber at crossings and schools, and audible signals for blind pedestrians.

- **Green walking figure** — pedestrians may cross and have priority. If it starts to flash, people already crossing should hurry; people who have not started should wait for the next green.
- **Red standing figure** — pedestrians must not cross.
- **Single flashing amber** at a crossing or school — drivers watch for pedestrians, slow down and give way.
- **Audible signals** help blind pedestrians: short repeated beeps on red, longer beeps on green.

TRAFFIC LAW NO. 19
Cyclists using crossings controlled by lights are treated as pedestrians.

TIP
When all lights at a junction flash amber, follow the signs and markings. If there are none, apply the normal give-way rules.

TRAFFIC SIGNS

Qatar uses the international sign system agreed in the 1968 Vienna Convention, which unified signs, markings and light signals so drivers can read them in any member country. Each family of signs has its own shape and colour, so you can tell what kind of message it is before you can read it.

○	△	□
Circle: an order — do or do not	Triangle: a warning of danger ahead	Rectangle: information and directions

Signs fall into four groups: **regulatory** (priority, prohibition, mandatory), **warning**, **information**, and **temporary works**.

1. Priority signs



Stop


Give way


Give way to oncoming traffic


You have priority over oncoming traffic


Priority road

- **STOP** — red octagon. Come to a complete stop before the junction and give way to all traffic, whatever the shape of the junction. Used where a minor road meets a main road with poor visibility, at crash-prone junctions, and to rank two minor roads.
- **GIVE WAY** — triangle pointing down with a red border. Slow down and give way to traffic on the other road. Used at minor-road entries with good visibility, at roundabout entries, at free-turn lanes, and wherever priority is unclear.

- **Give way to oncoming traffic** — round, red border, red arrow up and black arrow down. The road is too narrow for two vehicles; stop and let oncoming traffic pass first.
- **Priority over oncoming traffic** — blue square, white arrow up and red arrow down. You go first; the oncoming driver must wait.
- **Priority road** and **end of priority road** — yellow diamond. On a priority road you continue through junctions with care at the speed limit; when it ends, slow down and be ready to give way.

2. Prohibition signs

Round, with a red border, white background and a black symbol. The exceptions are **No stopping** and **No parking**, which have a blue background.


Animals prohibited


No vehicles


No entry


No stopping


No parking


No overtaking


No overtaking for trucks



Axle weight limit



Weight limit



Speed limit


No trucks


No horn


No pedestrians


No tractors



Length limit



Height limit



Width limit


No buses


No trailers


No animal carts



Stop: customs


No motorcycles


No motor vehicles or bicycles


No bicycles


No left turn


No right turn


No U-turn


No hazardous loads



End of speed limit


End of no overtaking


End of all restrictions

3. Mandatory signs

Round with a blue background and a white symbol. They tell you what you **must** do.


Ahead only


Turn right


Turn left


Keep right


Keep left


Ahead or right


Ahead or left


Right or left


Roundabout


U-turn



Minimum speed



End of minimum speed



Cycle track



Horse track



Truck lane



Pedestrian path



Shared path: pedestrians and cycles



School route



Direction: go left



Direction: go right

4. Warning signs

Triangles pointing up, with a red border, white background and black symbol. They warn of a hazard ahead so you can slow down in time.



Pedestrian crossing



Two-way traffic



Give way ahead



Traffic lights ahead



Stop sign ahead



Danger (other)



Main road ahead



T-junction



Crossroads



Side road on the right



Side road on the left



Roundabout ahead



Height limit ahead



Road works



Children / school



Road hump



Uneven road



Dip



Road narrows on both sides



Road narrows on the left



Road narrows on the right



End of dual carriageway



Bend to the right



Bend to the left



Double bend, first right



Double bend, first left



Tunnel



Bridge ahead



Slippery road



Loose chippings



Steep descent



Steep climb



Crosswind



Falling rocks



Quay or river bank



Drifting sand



Cycle crossing



Animals crossing



Low-flying aircraft



High-voltage line



Two-way road ahead



Opening or swing bridge



Dangerous road edge



Sharp bend: chevrons



Danger post (hazard marker)

5. Information and direction signs

Rectangles or squares. Blue for services and general information, green for routes and junctions, brown for heritage, culture, parks and tourism, and white for local information.


Telephone


Pedestrian subway / stairs


Speed camera


Restaurant


Bus stop


Disabled parking


Airport


Dead end (no through road)


Vehicle workshop


Coffee



Hospital



Information


Road hump


Mosque


Metro / train


Fuel station


Park


Camping


Ambulance / first aid


Pedestrian crossing



Parking


One-way road


U-turn ahead


Start of motorway


End of motorway



Road closed on the right



Road closed on the left



Junction ahead: 300 m



Junction ahead: 200 m



Junction ahead: 100 m



Route direction



Lane destinations



Tourist / heritage site

Overhead lane signs show which lane leads to which destination, and green countdown boards mark the distance to the next junction. Choose your lane early.

6. Temporary works signs



Temporary give way



Temporary speed limit



Temporary no overtaking



Temporary keep left



Road works (temporary)



Temporary bend



Road closed ahead



Diversion



Arrow board

Signs at road works have the same force as permanent signs, but use a **yellow or orange background**.

- **Priority, prohibition and mandatory signs** keep their normal meaning; the orange background shows the rule is temporary.
- **Warning signs** on orange warn of works, hazards and diversions.
- **Direction signs** on orange guide you before and after a diversion.

- **Lit message signs and arrow boards** are placed ahead of a diversion, at a distance that suits the road speed. Red means stop, green means go. Always slow down through works.



Figure: a road-works zone has a warning area, a work area and an end point. Orange signs are temporary.

A works zone has three stretches: the **warning area**, the **work area** and the **end of works**.

ROAD MARKINGS

Markings are paint, studs or other devices on the road surface, kerbs and pavements. They guide and warn you on their own, or back up signs and lights. Every shape and colour has a meaning.

1. What markings are made of

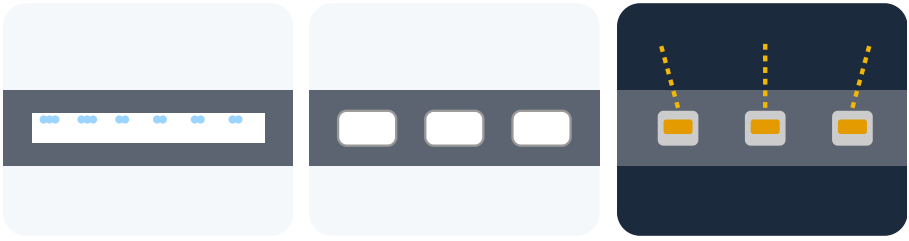


Figure: what road markings are made of.

- **Paint** — ordinary, thermoplastic or stuck-on strips, often with tiny glass beads so it reflects at night.
- **Ceramic road studs** — white or yellow, used to separate lanes and directions.
- **Cat's eyes** — reflectors that mark lanes, directions and the road edge, especially at night.

2. Shapes and symbols

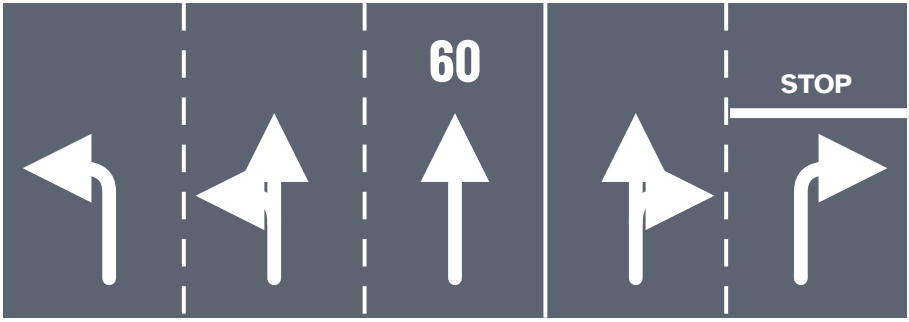


Figure: lane arrows — left, ahead-or-left, ahead, ahead-or-right, right. A number shows the lane speed limit; words repeat a sign.

- **Solid lines** forbid; **broken lines** warn and guide.
- **Arrows** show the direction a lane must take: ahead, right, left, ahead-and-right or ahead-and-left.
- **Words** such as STOP repeat the message of a sign.
- **Numbers** painted on a lane usually show its speed limit.

3. Longitudinal and transverse lines

Solid lines along the road separate traffic, mark no-overtaking zones, approach junctions, show where the road narrows or widens or meets a central obstacle, mark the road edge (white or yellow), show zig-zags at crossings, outline hatched islands, and divide lanes.

Broken lines along the road guide and warn, and mark the lanes and their width.

Lines across the road set priority: the stop line and the give-way line for vehicles or pedestrians.

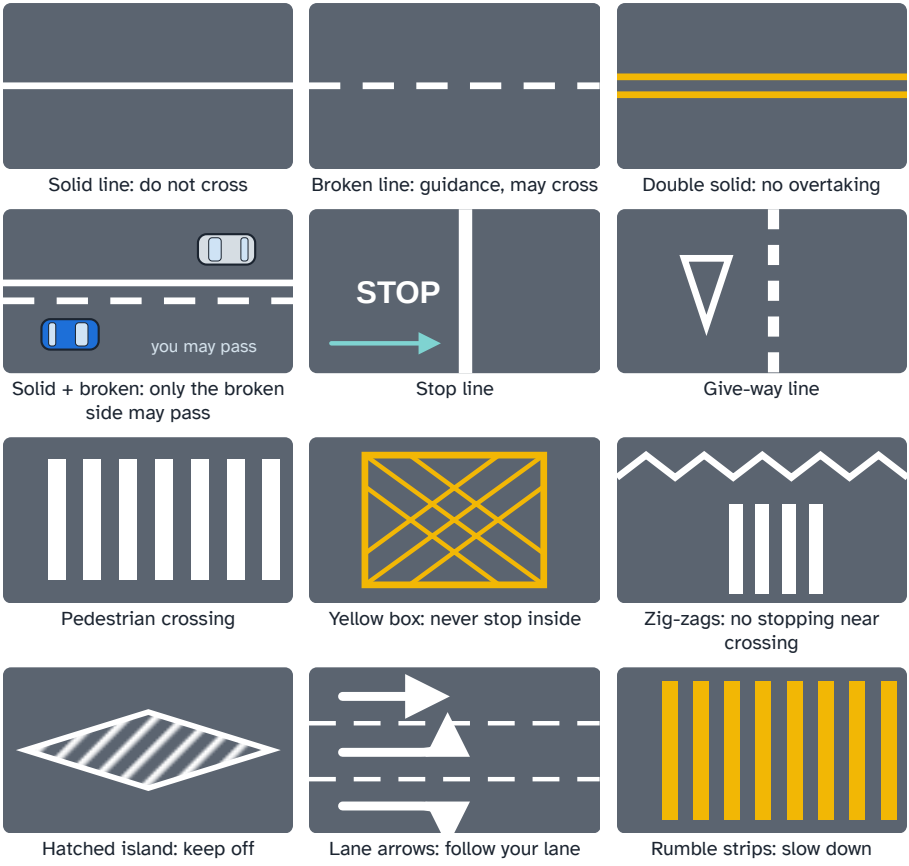


Figure: the most common road markings and what they tell you.

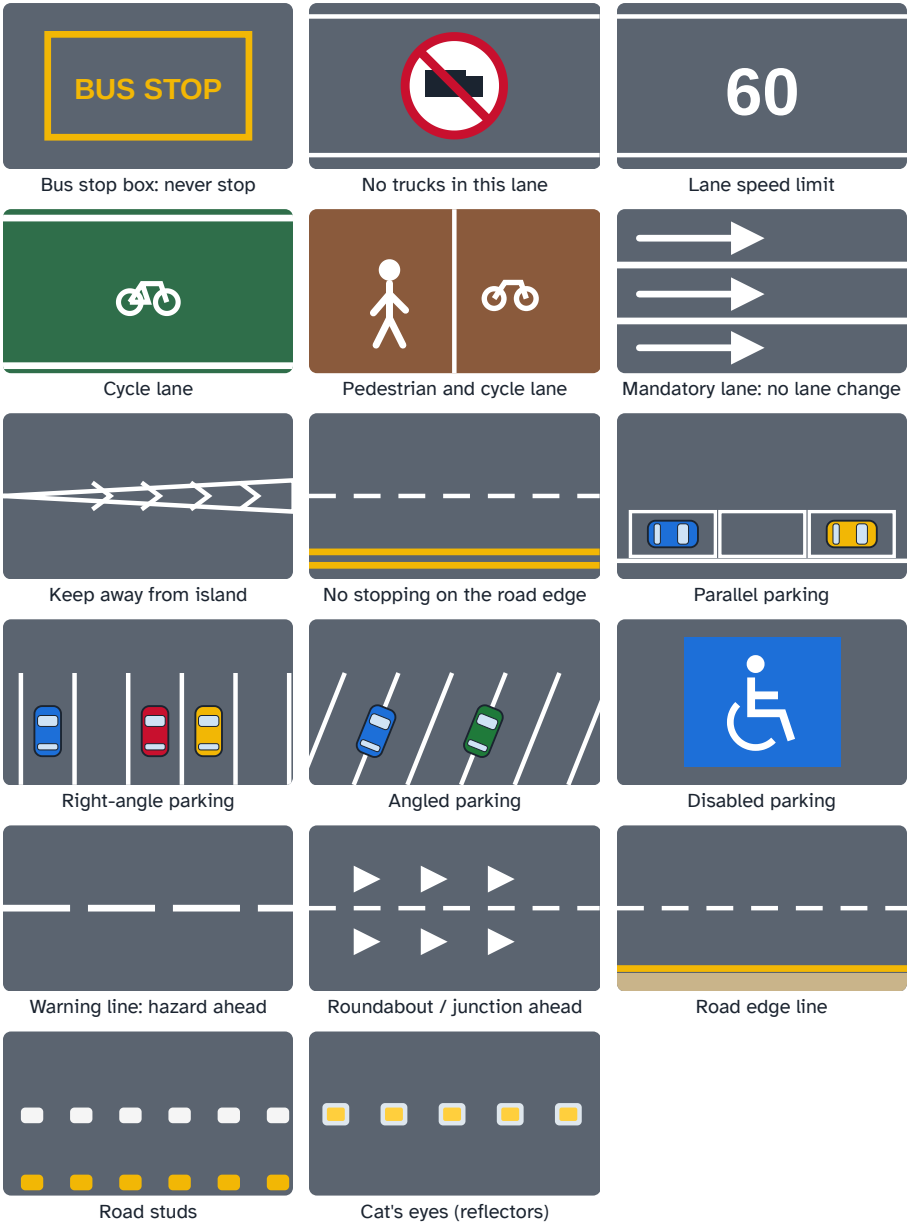


Figure: more road markings: lanes, parking, warnings and reflectors.

4. Regulatory markings

PRIORITY

- **Stop line** (solid) — stop completely before the junction and give way.
- **Give-way line** (broken, often with a triangle) — slow down and give way to traffic in the junction.
- **Pedestrian crossing** — slow down, look for pedestrians, stop well back and let them cross.

PROHIBITION

- **Single or double solid centre line** — no overtaking for any vehicle; there may be a bend or crest with limited view.
- **Solid line beside a broken line** — the driver on the solid side may not overtake; the driver on the broken side may, when safe.
- **BUS ONLY lane** — no other vehicles may use it.
- **Bus stop box** — never stop there; you would block buses picking up passengers.
- **Truck ban lane** — trucks must keep out (narrow lane, or to protect the area from noise and fumes).
- **Speed number on a lane** — that lane's own limit, often lower near a junction.
- **Hatched islands** — do not drive or overtake across them; they act like a raised island.
- **Yellow box junction** — enter only if your exit is clear and your light is green. Never stop inside the box.
- **No stopping / parking lines** — at entrances and exits, and along road edges where stopping is banned; stop only outside the edge line.
- **Zig-zag lines** before and after a crossing — no stopping.

MANDATORY

- **Solid lane lines near junctions** — stay in your lane; no lane changes. Common at entrances, diversions and junctions.
- **Solid lines between lanes** — lanes are separated; do not cross.

- **Chevron or edge markings around islands** — keep off them; they replace a kerb.
- **Pedestrian and cycle lane, cycle lane, bus lane** — reserved for those users only.
- **Parking bay markings** — park parallel, at right angles, or at an angle as the bays show.

5. Warning markings

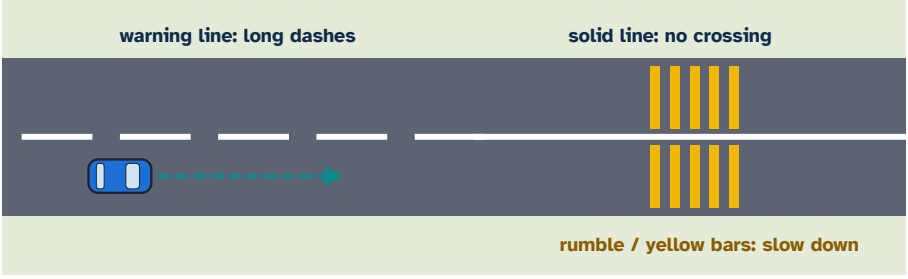


Figure: a warning line comes before a solid line; rumble strips and yellow bars tell you to slow down.

- **Warning line** — a broken line with long dashes, usually before a solid line, warning of a junction or hazard.
- **Roundabout or junction ahead** — markings before the junction tell you to slow down and choose your lane.
- **Rumble strips** — raised bars that make the tyres rumble, warning you to slow down.

6. Information markings

- **Lane lines** show your lane.
- **Edge lines** (white or yellow) show the edge of the road.
- **Disabled parking symbol** marks bays reserved for drivers with a disability.

CHECK YOURSELF · PART 3

1. An officer is waving you on but the light is red. What do you do?
2. What does a flashing amber light mean?
3. What shape is a warning sign?
4. Which two prohibition signs have a blue background?
5. When may you enter a yellow box junction?

Answers: 1) Follow the officer · 2) Proceed with care and give way, like a give-way sign · 3) Triangle pointing up with a red border · 4) No stopping and no parking · 5) Only when your exit is clear and your light is green



PART 4

RULES OF THE ROAD

1 — Junctions

2 — Right of way at junctions

3 — Roundabouts

4 — Roads and lanes

5 — Safe following distance

6 — Stopping and parking

7 — Overtaking

8 — Speed limits

9 — Turning and U-turns

10 — Signalling to other road users

4

JUNCTIONS

A junction (intersection) is any place where roads meet, cross or branch at the same level, including the open area this creates. Most crashes in Qatar happen at junctions, so approach every one with care.



Photo: a signal-controlled junction seen from above

1. Two kinds of junction

- **Controlled junctions** have one or more control devices: a traffic officer, lights, signs or road markings. The devices decide who goes first.
- **Uncontrolled (equal-rights) junctions** have none of these. Priority is decided by the give-way rules in Chapter 2.

Common layouts include T-junctions, simple crossroads, roundabouts, service-road entries and exits, and highway on- and off-ramps.

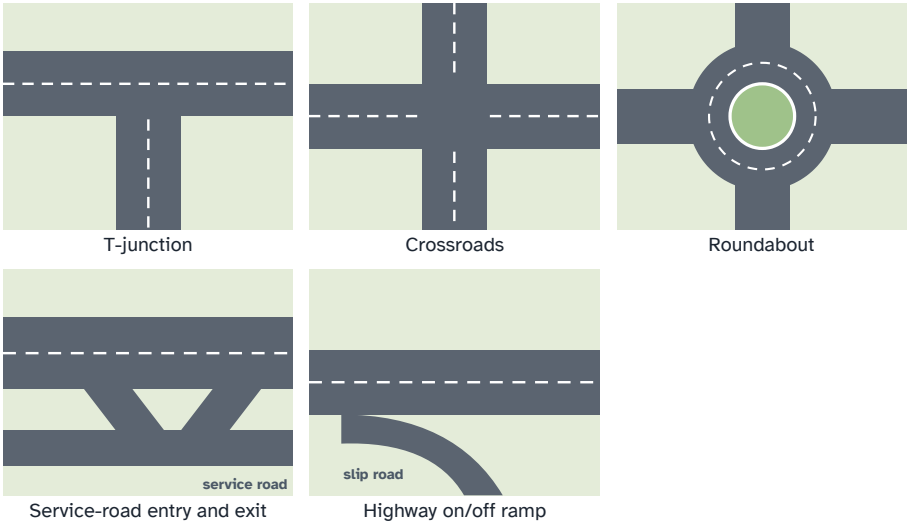


Figure: common junction layouts in Qatar.

2. Approaching a junction without lights

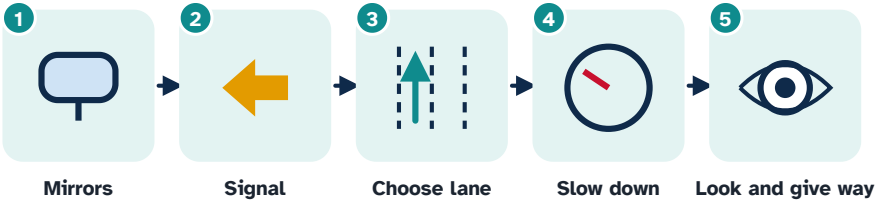


Figure: the five steps when approaching any junction.

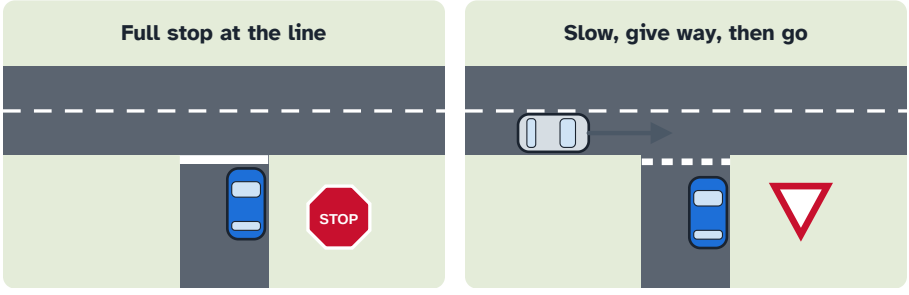
1. Stay alert and expect hazards.
2. Choose your lane well before the junction.
3. Check your mirrors and the traffic around you.
4. Signal to show which way you are going.
5. Slow down using the brakes and a lower gear.
6. Follow any officer's signals.
7. Obey signs and markings, and give way to vehicles that have priority.

3. Approaching a junction with lights

1. Stop on red.
2. Get ready to move when amber follows red.
3. Move on green in the direction the light allows.
4. On flashing amber, go carefully and give way to pedestrians and priority traffic.
5. On flashing green, slow down — the green phase is ending.
6. On flashing red, stop at the line and give way before going.
7. Always slow down as you approach.

4. Signs and markings to watch for

- **Traffic lights** — second in authority only to a police officer.
- **Give way sign or line** — let other vehicles and pedestrians pass, and leave a safe gap before pulling out. Ignoring it is one of the main reasons drivers are found at fault in junction crashes.
- **Stop sign or line** — stop completely. If you roll through, you are at fault in any crash; pedestrians rely on you stopping; and a full stop gives you time to check for danger.



STOP sign and line

GIVE WAY sign and line

Figure: STOP means a complete stop every time; GIVE WAY means slow down and let traffic pass.

RIGHT OF WAY AT JUNCTIONS

Give-way rules apply in three situations: at junctions with no control devices; at controlled junctions when the devices have failed; and where the devices give equal rights to both roads.

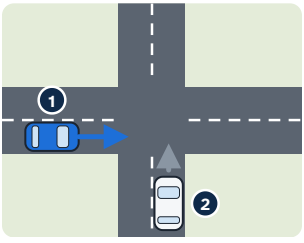
WHAT COUNTS AS A MAIN ROAD?

A road that links two towns, a road divided by a central island, a road shown as main by markings, or a road where the side roads have STOP or GIVE WAY signs.

> **TIP**
> Large vehicles need extra room to turn. Give way to them while they turn, as long as they keep to their lane.

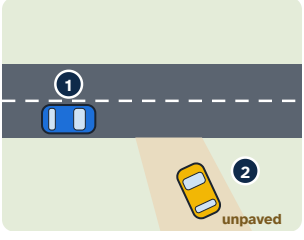
The ten priority rules

In each picture, car **1** goes first and car **2** waits.



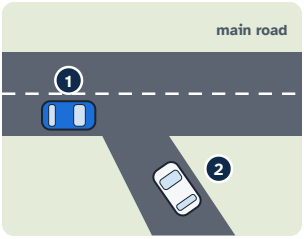
RULE 1

At an equal-rights crossroads with no signs or markings, traffic **coming from the left** has priority.



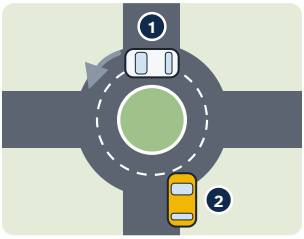
RULE 2

Where a paved road meets an unpaved road, traffic on the **paved road** goes first.



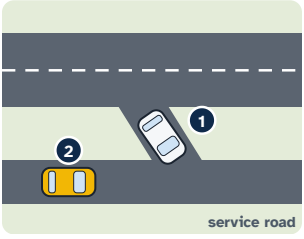
RULE 3

A driver joining a main road from a side road or service road must give way to traffic on the main road and enter only when it is clear.



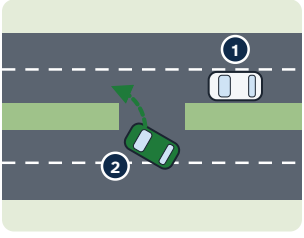
RULE 4

Roundabouts and circular junctions: (a) traffic coming from the left has priority; (b) inside the roundabout, the vehicle already ahead of you goes first; (c) vehicles running side by side have equal rights, and a driver changing direction gives way to one going straight.



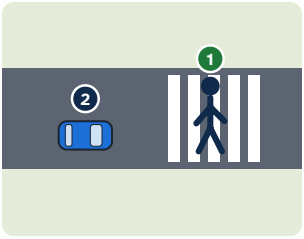
RULE 5

Traffic on a service road gives way to vehicles turning into the service road from the main road.



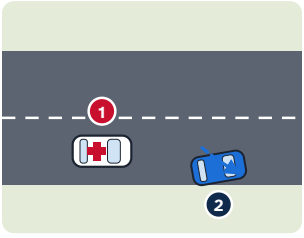
RULE 6

When you cross to the other side of a main road from a waiting (storage) lane, give way to oncoming traffic.



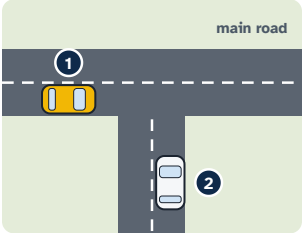
RULE 7

Give way to pedestrians crossing the road.



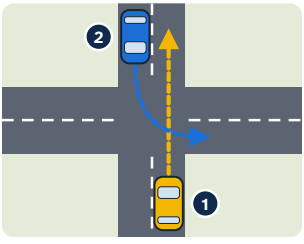
RULE 8

Give way to vehicles on emergency duty: official motorcades; civil defence, ambulance and fire vehicles; Internal Security Force (Lekhwiya) and police vehicles using sirens and lights; patient-transport vehicles on duty; and military convoys.



RULE 9

At a T-junction, the vehicle on the continuing (main) road goes first; the road that ends is the side road.



RULE 10

At an equal-rights junction where each driver has the other on their left, the vehicle going **straight ahead or turning right** has priority.

TRAFFIC LAW NO. 19

Reversing (going back) at junctions is not allowed. Do not follow behind emergency vehicles — keep at least 50 m away from police, Lekhwiya, civil defence and ambulance vehicles.

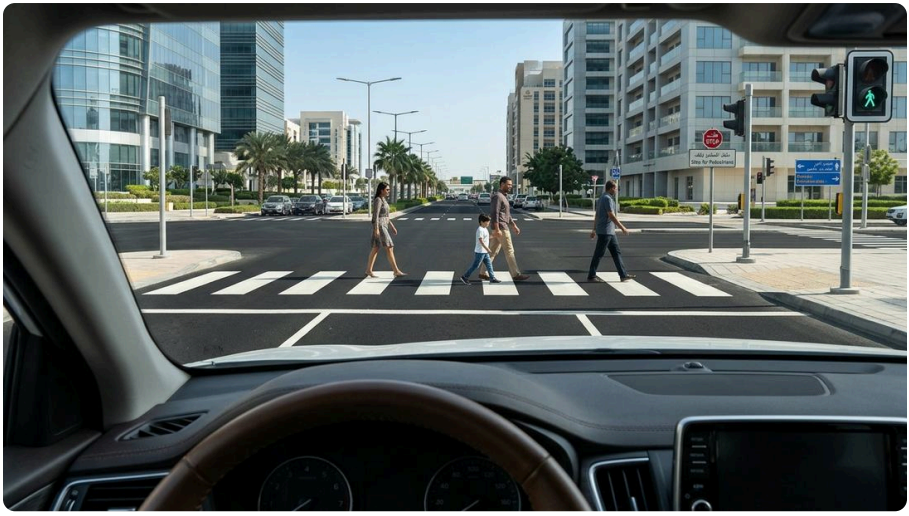
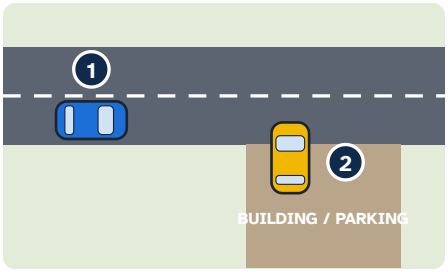


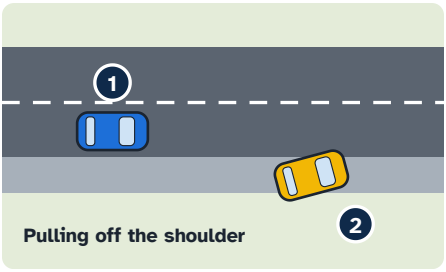
Photo: stop and let pedestrians cross

Drivers who lose priority

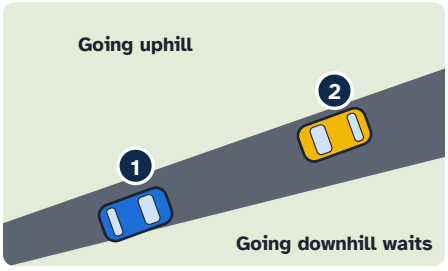
- pulling out of a building onto the road
- pulling off the shoulder into the traffic lane
- leaving a public or private car park or a fuel station
- moving off from a parking or stopping place at the roadside
- driving downhill on a slope when meeting a vehicle coming up
- turning around on a road with no central island
- reversing at a junction



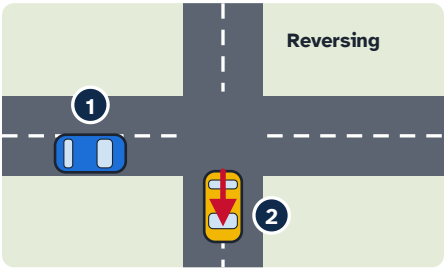
Leaving a building or car park



Moving off from the roadside



Downhill gives way to uphill



Reversing at a junction

Figure: drivers in these positions lose priority (car 2 waits).

REMEMBER

Priority is given, not taken. Be patient with other road users.

ROUNDABOUTS

A roundabout is a junction with one or more lanes circling a round central island. All traffic travels **anticlockwise**.



Photo: a multi-lane roundabout seen from above

1. Roundabout signs and markings



Roundabout (mandatory)



Roundabout ahead



Keep right



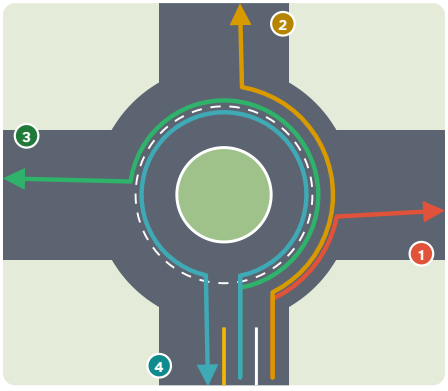
Distance board

- **Mandatory roundabout sign** (blue, circular arrows) — follow the anticlockwise direction.
- **Keep-right / direction sign** — slow down and take the lane for your exit.
- **Roundabout ahead warning** (triangle) — slow down and be ready to give way.
- **Distance signs** — show how far the roundabout entrance is.
- **Warning markings** on the approach — slow down.

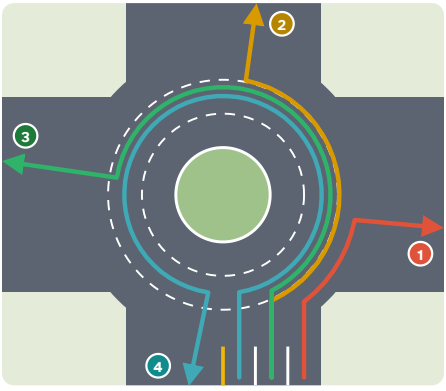
THE LAW · FINE

You must slow down as you approach a roundabout. Stopping inside a roundabout: QR 300.

2. Two-lane roundabouts (no lane arrows)



Two-lane roundabout



Three-lane roundabout

Figure: lane choice by exit. 1st exit: right lane. 2nd and 3rd: right lane (two lanes) or middle lane (three lanes). 4th or full turn: left lane. Signal right after passing the exit before yours.

TURNING RIGHT — 1ST EXIT

- Approach and stay in the right lane, signalling right.
- Check traffic on your left and give way to it.
- Keep signalling until you exit, give way to pedestrians, and leave into the right lane.

GOING STRAIGHT — 2ND EXIT

- Choose early the lane that leads where you want to go next.
- Check left, give way, and enter when clear.
- Signal right after you pass the 1st exit.

TURNING LEFT — 3RD OR 4TH EXIT

- Approach in the left lane, or as the lane arrows show, and stay in it.
- Signal right after passing the exit before yours.

- Check there is nothing on your right as you leave.

3. Three-lane roundabouts

- **1st exit:** same as two-lane — right lane, signal right, give way, keep signalling as you leave.
- **2nd exit:** right or middle lane, depending on what you do after the roundabout. Signal right after the 1st exit and check your right before leaving.
- **3rd or 4th exit:** plan early and read the signs and lane arrows. Stay in your lane. Signal right after the 2nd exit — this matters most on three-lane roundabouts, where you may cross two lanes to get out.

4. When to signal

Signalling on entry matters less; signalling on exit matters a lot, because drivers inside need to know you are leaving. Pick your lane before arriving — a solid line on the approach means no lane changes — and give way to traffic already circulating.

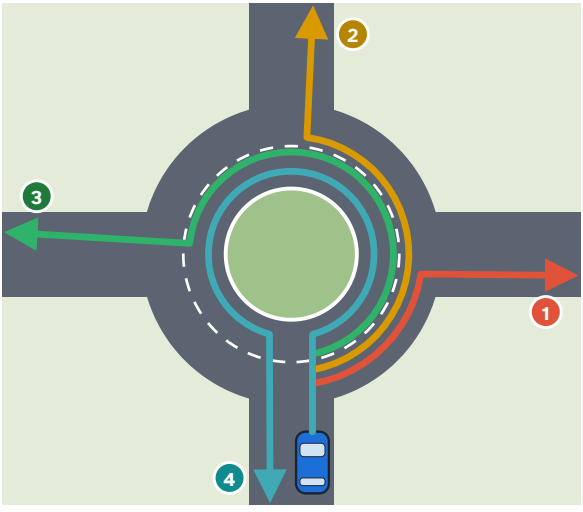


Figure: from the south entry — 1st exit right lane, 2nd and 3rd exits right or middle lane, 4th exit (full turn) left lane. Traffic flows anticlockwise.

EXIT	LANE TO USE	SIGNAL RIGHT WHEN
1st	Right lane	On approach, until you exit
2nd	Right (2-lane) / middle (3-lane)	Passing the 1st exit
3rd	Right (2-lane) / middle (3-lane)	Passing the 2nd exit
4th / full turn	Left lane	Passing the 3rd exit

> **TIP**
> Before every exit, check your mirrors and blind spot on the right.

5. Roundabouts with traffic lights

- **Red** — stop and wait. **Green** — enter or continue. **Amber** — take care and give way to vehicles inside.
- If the lights are off and flashing amber, use the give-way rules: traffic already in the roundabout has priority.

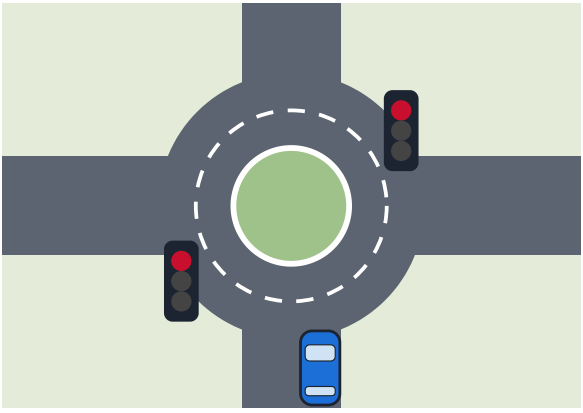


Figure: at a roundabout with lights, obey the signals. If they flash amber, traffic already inside has priority.

ROADS AND LANES

1. Key terms

TERM	MEANING
Road	Any route open to vehicles, pedestrians or animals — streets, bridges, squares, quays, yards and other places the public can use, with or without permission.
Lane	A strip of the carriageway wide enough for one line of vehicles, marked or not.
Carriageway	The part of the road normally used by vehicles, with one or more lanes. Directions may be divided by islands, barriers, signs or markings.
Direction of travel	Traffic keeps to the right side of the road, in one or more lanes.
Shoulder	The strip beside the road kept for emergency stops.

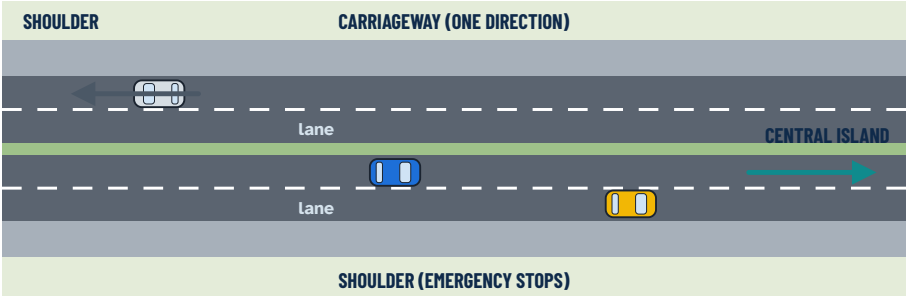
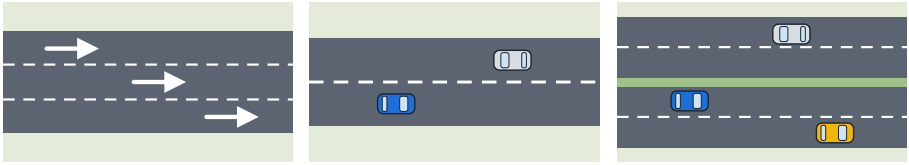


Figure: parts of a divided road. Traffic keeps to the right.

2. Types of road

- **One-way roads** — all lanes go the same way, shown by arrows. Turning around is not allowed.
- **Single-lane two-way roads** — divided by an island or solid line (no overtaking at all) or by a broken line (overtaking allowed where marked).

- **Multi-lane two-way roads** — directions divided by an island or solid lines you must not cross; lanes divided by broken lines you may cross to change lane.



One-way road | Two-way, one lane each | Dual carriageway with island

Figure: types of road.

3. Which lane to use

LANE	USE IT WHEN
Right	Driving slowly · turning right soon · meeting oncoming traffic on a narrow road · stopping or leaving the road · letting someone overtake · approaching bends or crests with poor visibility · driving a heavy vehicle
Middle	Driving below the limit at medium speed · going straight on
Left	Driving at the speed limit · overtaking · turning left

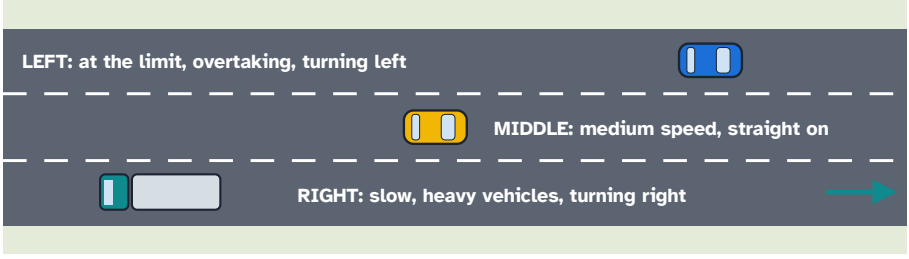
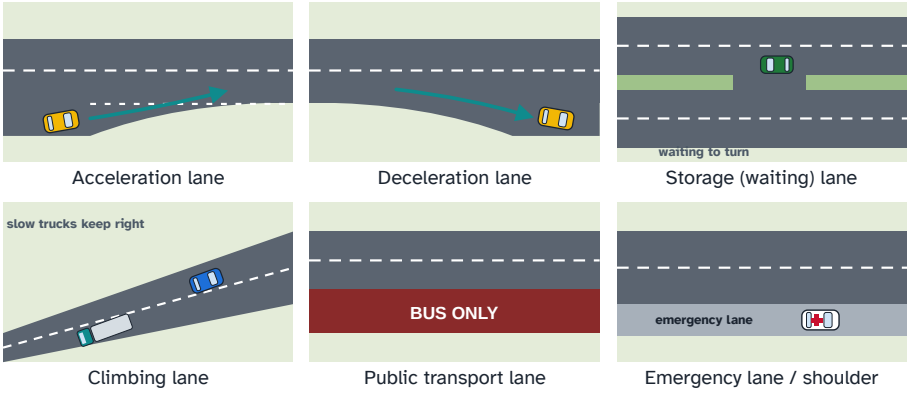


Figure: which lane to use on a three-lane carriageway (direction of travel →).

4. Special lanes

- **Acceleration lane** — lets traffic from a side road build up speed to merge with the main road.
- **Deceleration lane** — lets traffic leaving the main road slow down before the side road.

- **Storage (waiting) lane** — where drivers wait for a safe gap to turn or U-turn without blocking traffic.
- **Climbing lane** — for slow trucks on hills, so traffic behind can pass.
- **Cycle lane** — for bicycles (or bicycles and pedestrians) only.
- **Public transport lane** — for buses and public transport only.
- **Emergency lane** — for broken-down vehicles and emergency services at crash scenes.



Acceleration lane | Deceleration lane | Storage (waiting) lane

Climbing lane | Public transport lane | Emergency lane / shoulder

Figure: special lanes and what they are for.

TRAFFIC LAW NO. 19
Stay in your lane. Change lanes only after making sure it puts no one at risk and does not disrupt traffic.

5. Changing lanes

You change lanes to turn, to overtake, or to speed up or slow down. Before moving out, turning into a side road or entrance, or turning around:

1. Turn your head to check the blind spot.
2. Check your mirrors and make sure the move is safe.
3. Note the position, direction and speed of other road users.
4. Signal clearly and early, keep signalling during the move, and cancel it after.

5. Move towards the right edge before turning right, and towards the centre before turning left — gradually and carefully.
6. Never straddle two lanes.

TRAFFIC LAW NO. 19
On a divided main road, do not stop in any traffic lane except in places provided for it, and turn left or U-turn only where permitted.

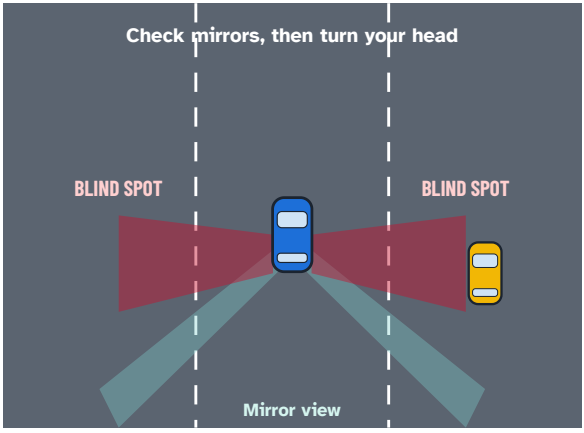


Figure: mirrors do not show the blind spots beside you. Look over your shoulder before changing lanes.

6. When to keep to the right edge

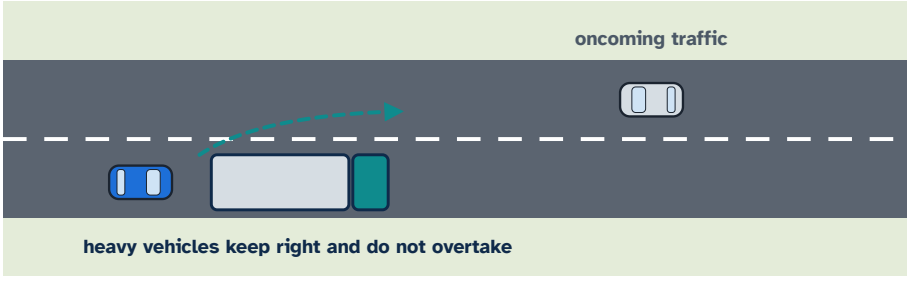


Figure: keep to the right edge when meeting oncoming traffic, when being overtaken, or in poor visibility.

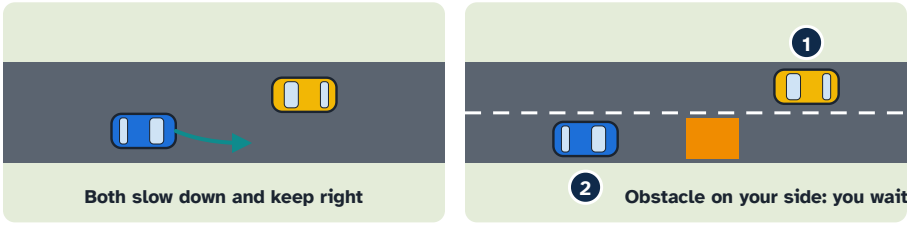
- when turning into a road on your right
- when meeting oncoming traffic

- when someone is overtaking you
- when visibility is poor

Buses, trucks, equipment, tractors, and any vehicle towing a trailer must keep to the right and must not overtake.

7. Using lanes on two-way roads

- Never cross a solid line dividing two lanes.
- On a two-way road with three lanes, you may use the middle lane only when safe. Never use the outer lane belonging to oncoming traffic.
- On a road too narrow for two vehicles, both drivers slow down and keep as far right as possible — even onto the shoulder if needed. Neither may take more than half the road.
- If an obstacle blocks one side, the driver on the blocked side gives way to oncoming traffic, even if that means stopping.



Narrow road — Obstacle in your lane

Figure: meeting oncoming traffic where there is not enough room.

SAFE FOLLOWING DISTANCE

Following distance is the gap you keep to the vehicle ahead so you can stop if it brakes suddenly. The faster you go, the bigger the gap you need. Crash statistics show that most crashes come from driving too close.

1. The danger of tailgating

If the car ahead stops suddenly, you need time to react and distance to stop. Too close, and you hit it — and you are at fault. Your stopping distance depends on:

- your speed
- vehicle condition
- tyre condition
- road surface
- the weather
- traffic conditions
- how alert and healthy you are

2. Measuring the gap

THE TWO-SECOND RULE

When the car ahead passes a fixed point such as a sign, count at a normal pace: "one thousand one hundred, one thousand two hundred". If your front bumper reaches the point before you finish, you are too close — drop back.

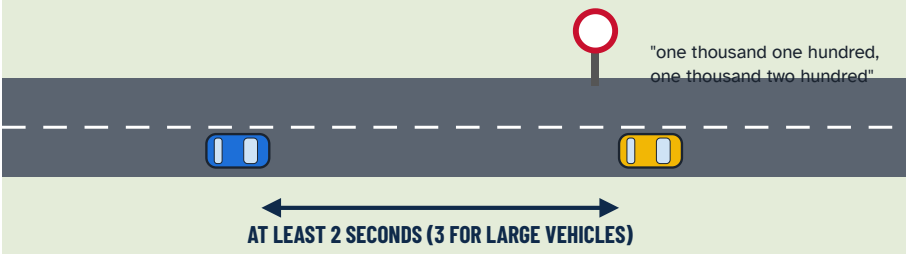


Figure: when the car ahead passes a fixed point, count two seconds. If you reach the point first, drop back.

2 sec	3 sec	50 m
Cars	Large vehicles	At 100 km/h (half-speedometer rule)

HALF THE SPEEDOMETER

Keep half a metre of gap for every km/h. At 100 km/h, that means at least 50 metres.

3. Why stopping takes time

When you see a hazard, your eyes send the picture to your brain and your brain tells your foot to brake. The car keeps moving during this time — the **thinking distance**. Once you brake, the car travels a further **braking distance** before it stops. Together they make your stopping distance.

> **TRAFFIC LAW NO. 19**
> Do not follow emergency vehicles. Stay at least 50 m behind police, Lekhwiya, civil defence and ambulance vehicles.

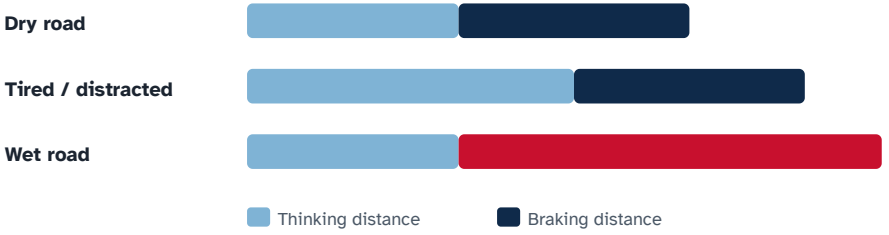


Figure: stopping distance = thinking distance + braking distance. Tiredness lengthens the first, a wet road the second.

STOPPING AND PARKING



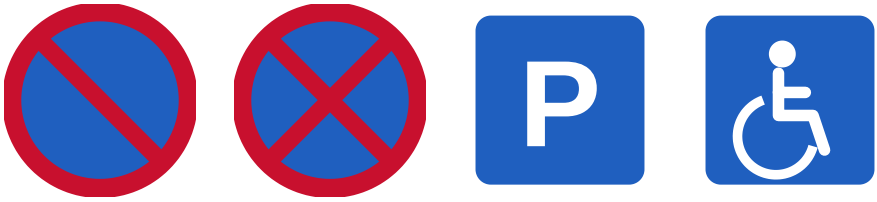
Photo: parking beside the kerb in a city street

1. Definitions

- **Parking (waiting)** — leaving a vehicle for an open-ended time.
- **Stopping** — halting only as long as needed to let people in or out or to load and unload.
- **Pedestrian crossing** — a marked place where drivers stop to let pedestrians cross safely.
- **Disabled parking** — bays marked with a sign and road marking, reserved for vehicles of people with a disability.
- **Shoulder** — the edge strip for emergency stops.

FINE
Parking in a disabled bay: QR 1,000 and 3 points.

2. Parking signs and markings



No parking | No stopping or waiting | Parking | Disabled parking

Figure: the main parking signs.

- **No parking** — blue disc, red border, one red diagonal.
- **No stopping or waiting** — blue disc, red border, red cross.
- **Parking** — blue rectangle with a white P.
- **Disabled parking** — blue sign with the wheelchair symbol.
- **Bus or train parking** — blue sign with a bus or train symbol.
- **Bay markings** — park parallel, at right angles or at an angle as shown. Without markings, park parallel to the kerb.
- **Yellow box** — never park or wait on it; you would block traffic from other directions.

3. Your obligations when parking

- Do not misuse metered parking or cause congestion there.
- Before leaving your car, make sure it cannot cause a crash or block traffic. Never leave the key in it.
- Do not leave a vehicle where it blocks traffic or endangers people or property. If you do not move it in reasonable time, the authority can remove it at your cost.
- Do not place objects on the road without written permission.

TRAFFIC LAW NO. 19
Drivers and passengers must open and close doors carefully, on the kerb side where possible, so they do not endanger other road users.

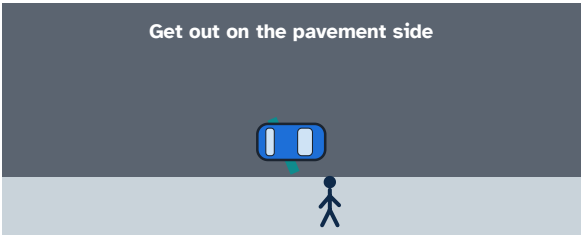
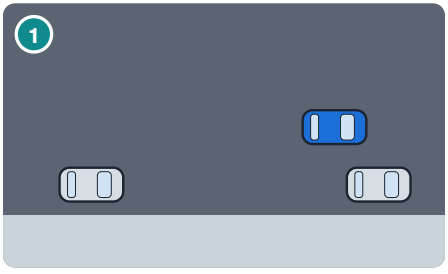


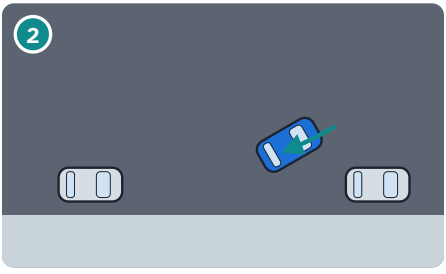
Figure: open doors carefully, and on the kerb side where possible.

4. Parallel parking between two cars

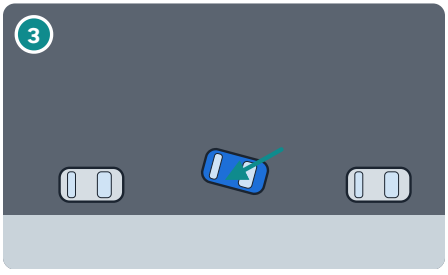
1. Pull up alongside the car in front of the space, about half a metre away.
2. Turn the wheel fully right and reverse slowly.
3. When your front passes the rear of that car, turn the wheel fully left and keep reversing.
4. When parallel to the kerb, straighten the wheels and centre the car in the space.



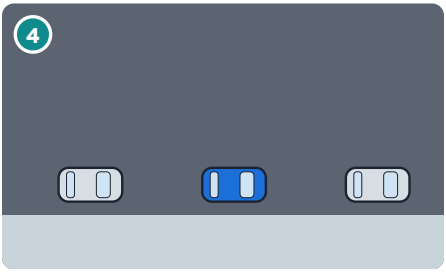
Line up beside the front car, about 0.5 m away



Wheel full right, reverse slowly



When your front clears it, wheel full left



Straighten up in the middle of the space

Figure: parallel parking between two cars, step by step.

FINES
Breaking the parking and stopping rules: QR 500. Misusing paid parking: QR 300.

5. Parking on a slope

Always pull the handbrake on fully. Then:

FACING	WHEELS	GEAR (MANUAL) / AUTOMATIC
Downhill	Turned fully right	Reverse / P
Uphill, no kerb	Turned fully right	First / P
Uphill, with kerb	Turned fully left	First / P



Facing downhill | Facing uphill, no kerb | Facing uphill, with kerb

Figure: parking on a slope. Always pull the handbrake on fully.

6. Where you must not stop or park

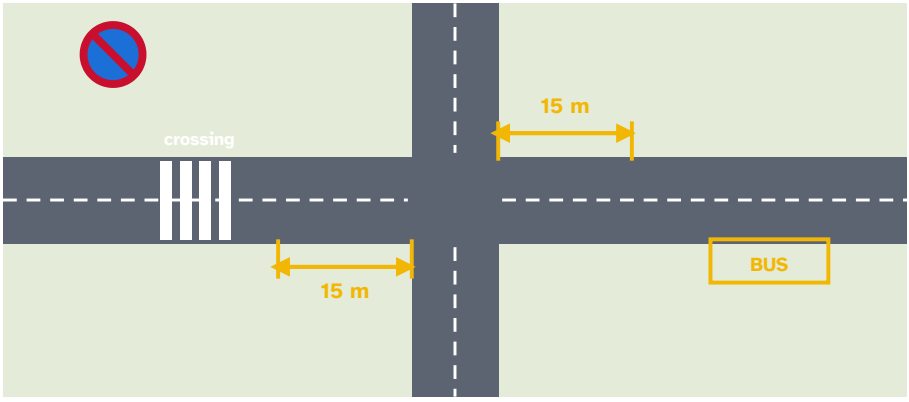


Figure: do not stop or park within 15 m of a junction, roundabout, pedestrian crossing or bus stop.

- on pedestrian crossings and pavements
- on bridges, flyovers and in tunnels, unless there are bays
- near crests and bends
- within **15 m** of a junction, square entrance, roundabout, pedestrian crossing or public transport stop
- beside a solid line you are not allowed to cross
- where you would hide lights, markings or signs from other road users
- in front of entrances to homes, garages, fuel stations, hospitals, ambulance, fire and police stations, military areas and schools, without permission
- where you would block another parked car, or alongside a parked car (double parking)
- in disabled bays and other reserved places
- in paid bays without paying
- in places the Minister has reserved for trucks, tractors and trailers

AFTER A MINOR CRASH
Move the vehicles off the carriageway to the nearest lay-by and report to traffic police straight away.

7. Emergency stops

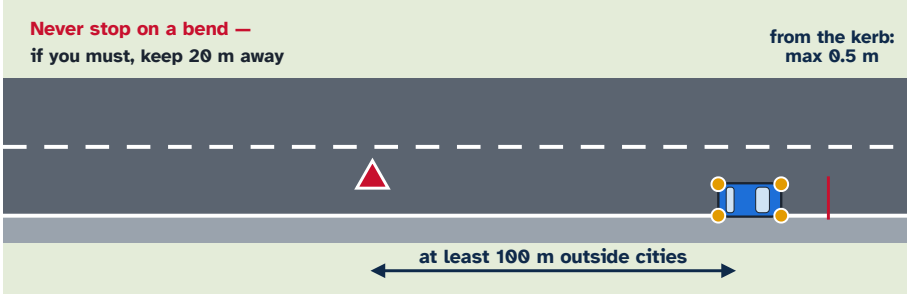


Figure: an emergency stop — parallel and close to the edge, hazard lights on, triangle far enough back to be seen.

- Stop parallel to the road edge, no more than half a metre from the kerb or shoulder.

- Use stones or chocks to hold the wheels only if necessary, and remove them before you leave. Use the handbrake, jack, reflectors and warning lights as needed.
- Do not stop on a bend. If you must, stay at least **20 m** from it.
- Place the warning triangle so your car can be seen from at least **100 m** on roads outside cities and **50 m** on city roads.

OVERTAKING

Overtaking means passing a vehicle or obstacle, moving or fixed, in permitted places and under set conditions.

- **Fixed obstacles:** stopped vehicles, road works, anything blocking your lane.
- **Moving obstacles:** slow vehicles or vehicles changing direction.

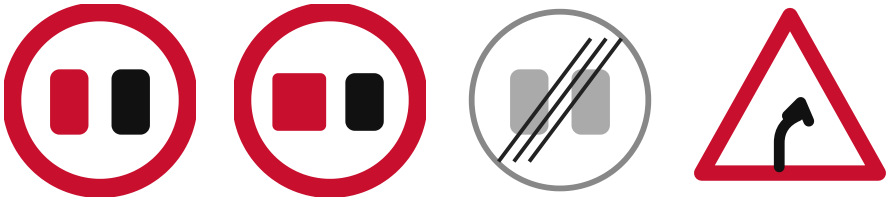


Photo: overtaking a truck only where the road ahead is clear

1. Conditions for a safe overtake

- Pick a suitable time and place first.
- Make sure you and your vehicle can complete it.
- Obey all signs and markings.

2. Overtaking signs and markings



No overtaking | No overtaking for trucks | End of no overtaking | Any warning sign: do not overtake

Figure: overtaking signs.

- **No overtaking** — red ring with a red and a black car: no overtaking for any vehicle.
- **No overtaking for trucks** — red ring with a red truck and a black car.
- **End of no overtaking** (cars or trucks) — black-ringed sign with diagonal lines.
- **Warning signs** — whenever you see a warning triangle, do not overtake.
- **Single solid centre line** or **double solid line** — no overtaking for anyone; there may be a bend or crest.
- **Solid line on your left** (beside a broken line) — you may not overtake.

3. How to overtake

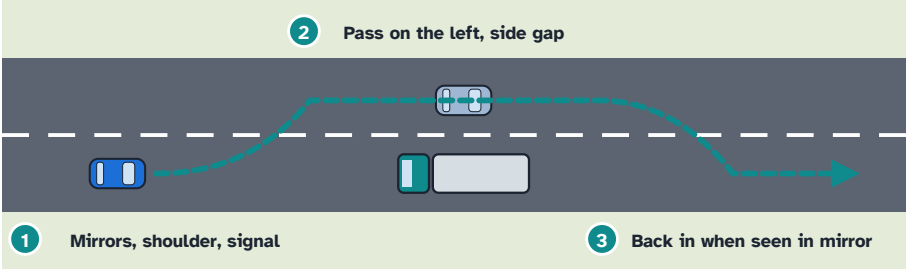


Figure: overtaking in three stages. Always pass on the left.

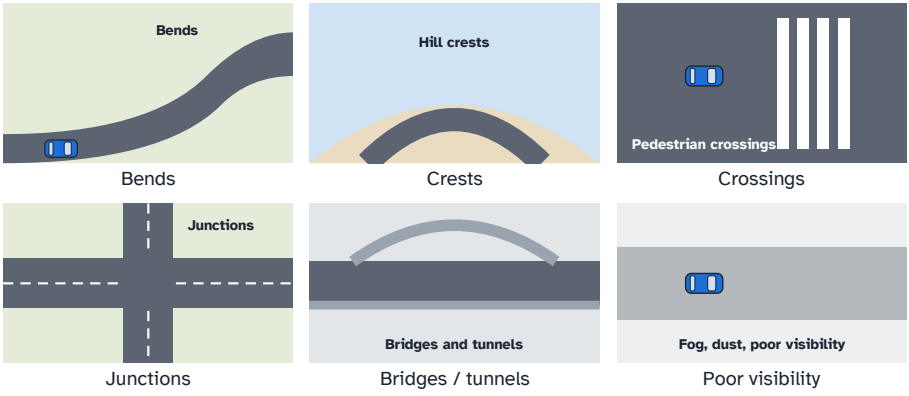
Always overtake on the **left** of the vehicle ahead.

1. Follow all signs and road markings.
2. Make sure the road ahead is clear for long enough to finish.
3. Check the interior mirror, the side mirror, then look over your shoulder for the blind spot.
4. Warn the driver ahead with a light or horn signal if needed.

5. Leave a safe sideways gap as you pass.
6. Check your mirror, signal right, and move back only when it is safe.
7. Before passing a large vehicle, look along both sides of it, and do not cut back in until you can see it in your mirror.
8. Choose the right gear and speed to finish quickly. Slow down when passing buses that are letting passengers off.
9. Overtake on the right only when the driver ahead has signalled left to turn.

4. Where you must not overtake

- blind crests and sharp bends, road bends, bridges and tunnels
- slippery roads and roundabouts
- near pedestrian crossings, schools, hospitals, parks and emergency lanes
- anywhere a sign or marking forbids it



Bends | Crests | Crossings

Junctions | Bridges / tunnels | Poor visibility

Figure: places and conditions where overtaking is not allowed.

5. When you must not overtake

- a school bus is stopped in a residential area
- visibility is poor (fog, dust)
- police, Lekhwiya, ambulance, civil defence or rescue vehicles are on an emergency call with sirens or lights
- a queue of traffic is stopped, or there is not enough room to finish safely

- the vehicle ahead is going too fast to pass safely
- the vehicle ahead is itself overtaking
- a vehicle behind you has already started to overtake
- the driver ahead signals that it is not safe to pass

6. Rules and courtesy

- Never speed up while someone is overtaking you. Help them pass safely — keep right and slow down if needed.
- Follow any instructions painted on the road.
- Give way to emergency vehicles on duty — slow down or stop if needed — and clear junctions for them at once.
- If you drive a slow loaded vehicle that cannot be passed easily, slow down and move onto the shoulder to let traffic by.

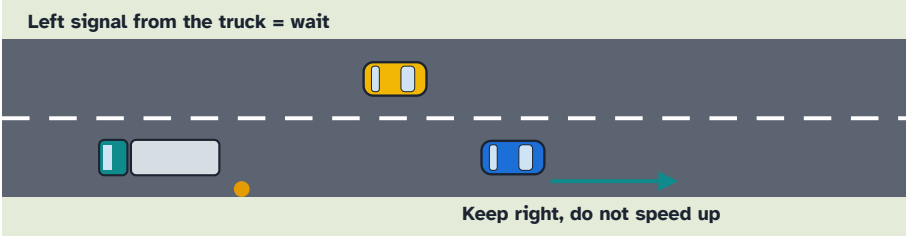


Figure: when you are being overtaken, help the other driver pass safely.

7. Crosswinds

- **Air pull from large vehicles:** when you overtake a truck or bus, the moving air can pull a small car towards it. Hold the wheel firmly with both hands.
- **Natural wind:** changes with the weather. When you pass a barrier or vehicle, the wind suddenly drops and the car may drift towards it.

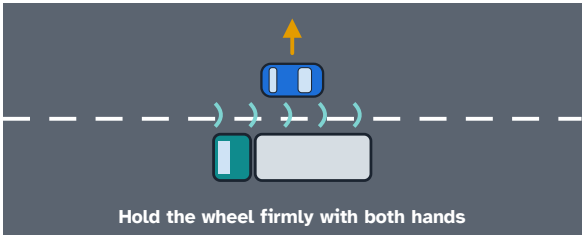


Figure: air moving around a truck can pull a small car towards it.

SPEED LIMITS

1. Speed signs and markings



Maximum speed | End of maximum speed | Minimum speed | End of minimum speed

Figure: maximum and minimum speed signs.

- **Maximum speed** — white disc, red ring, the limit in black. Never exceed it.
- **End of maximum speed** — white disc with the number crossed by black diagonal lines.
- **Minimum speed** — blue disc with the number in white. Do not drive slower.
- **End of minimum speed** — blue disc crossed by a red diagonal line.
- **Speed numbers painted in a lane** — same meaning as the sign.
- **Yellow transverse bars** before junctions and bends — slow down.

2. Default speed limits



Photo: an 80 km/h limit on an open highway

Always follow the posted signs. Where there are none, these limits apply:

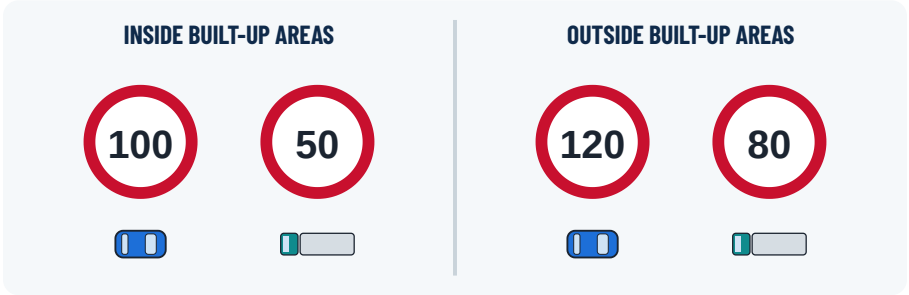


Figure: default limits when no sign is posted. Cars, taxis and motorcycles on the left of each pair; other motor vehicles on the right.

ROAD	CARS, TAXIS, HIRE CARS, TOURIST CARS, MOTORCYCLES	OTHER MOTOR VEHICLES
Inside cities, villages, built-up areas	**100 km/h**	**50 km/h**
Outside built-up areas	**120 km/h**	**80 km/h**

3. Your duties



Figure: slow down at these places even if the limit is higher.

- Never exceed the maximum limit.
- Slow down near pedestrian crossings, bridges and tunnels, built-up areas, schools and hospitals, bends and slopes, junctions, roundabouts and squares.
- Match your speed to the road, traffic, your vehicle, its load and the weather, so you can always slow down or stop.
- Do not drive unusually slowly without reason and hold up traffic.
- Do not brake suddenly unless safety demands it, and give clear warning before slowing down.

EXEMPTION
Police, ambulance, fire and rescue drivers on urgent duty, and anyone rushing a critically ill or injured person, may exceed the limit — but must use warning devices and slow right down at junctions.

4. Speeding penalties

OFFENCE	PENALTY
Exceeding the speed limit	**QR 500, plus QR 100 for every extra 10 km/h, up to QR 1,000**
Not slowing down near crossings, bridges, tunnels, built-up areas, schools, hospitals, bends, slopes, junctions, roundabouts or squares	**QR 300**
Not adapting speed to conditions · driving unusually slowly and blocking traffic · braking suddenly without reason · not warning before slowing	**QR 300 each**

OFFENCE	PENALTY
Reckless driving that endangers lives or property · racing without a permit · careless driving endangering others	**Prison from 1 month to 3 years and/or a fine of QR 10,000–50,000, plus 4 points; vehicle can be impounded for up to 90 days**

DANGER

Driving at more than 180 km/h is treated as an extreme speeding offence.

CHECK CURRENT FINES

Speeding fines and point values have been updated since the curriculum was published. Confirm current amounts on Metrash or moi.gov.qa.

TURNING AND U-TURNS

Turning means changing direction left or right into another road or around a bend. A **U-turn** means reversing your direction of travel.

1. Signs, markings and lights



No U-turn



No left turn



Turn right



U-turn ahead



Bend warning



Chevrons

- **No turn / no U-turn** — white disc, red ring and diagonal, with an arrow.
- **Compulsory turn** — blue disc with a white arrow.
- **Compulsory direction** — white rectangle with blue arrows.
- **U-turn here** — blue rectangle with a white U-turn arrow.
- **Bend warnings** — triangles with black arrows; white chevron boards with red arrows mark hidden bends.
- **Lane arrows** painted on the road show which lane turns or U-turns.
- **Arrow signals** in traffic lights show which turn is allowed on green.

2. Turning

CONDITIONS

- No left turns on highways except where provided.
- The turn must be safe for you and others.
- No officer's signal or sign forbids it.
- Follow lane arrows and arrow signals, and turn from the correct lane.

REASONS TO TURN

A T-junction, an obstacle on the road, a bend, or an officer's signal or sign telling you to turn.

STEPS

1. Decide before you reach the junction and read the signs.
2. Check mirrors, look back, and signal early.
3. Get into the correct lane and watch for traffic, pedestrians and other hazards.
4. Slow down gradually, or stop as lights and signs require.
5. Do not cut the corner or swing wide, and do not weave between lanes after turning.
6. Finish the turn in the correct lane when traffic allows.

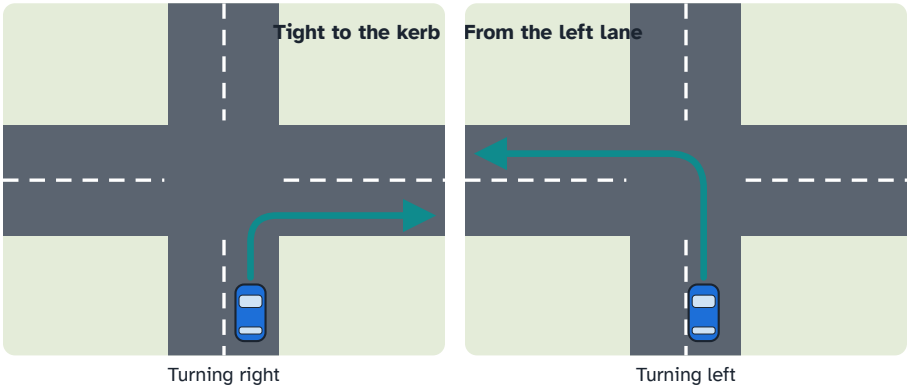


Figure: turn from the correct lane and finish in the correct lane; do not cut corners or swing wide.

3. Taking bends

On a bend, a sideways (centrifugal) force pushes the car outwards. Only tyre grip holds it on its line. The faster you go and the sharper the bend, the more grip you need — too much speed and the car slides or rolls over. So slow down before the bend.

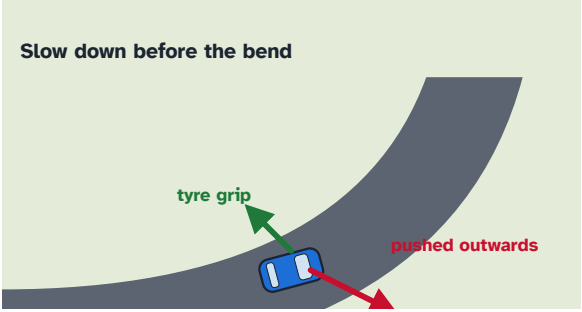
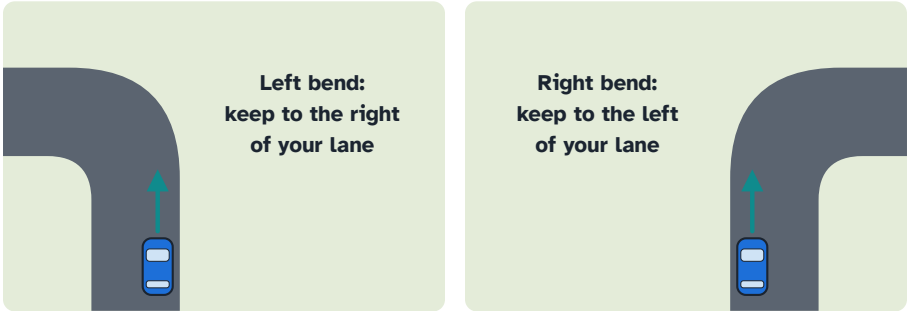


Figure: on a bend the car is pushed outwards; only tyre grip holds it. Slow down before you turn.

- Position the car correctly as you approach.
- Choose a speed and gear that suit the bend.
- Be able to stop within the distance you can see.
- On blind bends, keeping to the right of your lane gives an earlier view of left-hand bends, and keeping to the left of your lane gives an earlier view of right-hand bends. Left turns are harder than right turns.



Blind left bend

Blind right bend

Figure: lane position that gives the earliest view round a blind bend.

4. U-turns

CONDITIONS

- No officer's signal or sign forbids it, and traffic is light.
- Drivers in every direction can see you.
- No solid line or pedestrian crossing at that spot.

- It is safe, and only at places provided for U-turns.
- Keep clear of emergency vehicles.

REASONS

The road is closed (diversion, damage, crash, obstacle), or an officer or sign tells you to turn back.

HOW

On a wide road, turn in one movement. On a narrow road, use a three-point or five-point turn, depending on road width and vehicle length.

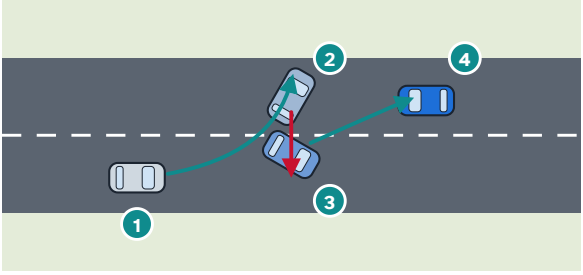


Figure: on a narrow road, turn around in three (or five) movements.

TRAFFIC LAW NO. 19
Driving against the traffic, or turning or U-turning into the wrong direction, can lead to the vehicle being impounded for up to 90 days.

SIGNALLING TO OTHER ROAD USERS

Road users from many languages and cultures share the same roads. Lights, horn and hand signals are the common language everyone understands.

1. Your vehicle's lights



Indicator: turning or changing lane

Brake lights: slowing or stopping

Hazard lights: stopped / danger ahead

Left signal from vehicle ahead: wait, do not pass

Figure: what the lights on the car ahead are telling you.

INDICATORS

Use them to show you are turning or changing lane — and check your mirrors every time. Signal early enough for others to react. If there is a junction before the one you want, wait until you pass it before signalling, so nobody thinks you are turning early.

Signal when you: turn left or right · change lane or overtake · make a U-turn · stop · leave a roundabout · enter or leave a car park.

BRAKE LIGHTS

They come on whenever you press the brake, telling drivers behind that you are slowing or stopping. Combined with an indicator, they show you are about to turn. When the brake lights ahead come on, slow down too.

HEADLIGHTS AND REAR LIGHTS

They help others see you. Switch them on from sunset to sunrise, and in fog, rain, smoke and sandstorms, or whenever others would struggle to see you.

TRAFFIC LAW NO. 19
Full-beam headlights and rear fog lights may be used only when the weather requires them.

HAZARD LIGHTS

All four indicators flashing together. Use them when your car breaks down and blocks traffic (or you have a disability and cannot move it), after a crash or emergency stop when you cannot clear the road, or to warn drivers behind of a crash or hazard ahead on a highway.

- Make sure others can see your car in time to stop. Get off the road if you can; if not, stop where you are easy to see.
- Avoid stopping near crests or bends.
- Do not drive with hazard lights on in fog — drivers cannot tell you from a stopped car, and you cannot signal a turn.

OVERTAKING SIGNALS FROM THE VEHICLE AHEAD

- **Left indicator** — wait; it is not safe to pass yet.
- **Right indicator** — you may pass.

FLASHING HEADLIGHTS

Used by a driver behind to ask the car ahead to let them pass, or to warn oncoming drivers of a hazard ahead.

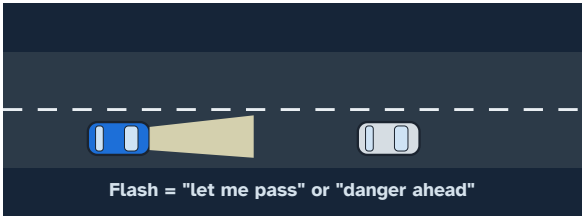


Figure: a quick headlight flash asks the car ahead to let you pass, or warns of danger.

2. Special warning lights



Photo: cars moving aside for an ambulance on an emergency call



Red and blue: police, civil defence, Lekhwiya — give way



Green: ambulance or patient transport — give way



Orange: slow service vehicle — pass with care



Yellow: works inside airports and ports only

Figure: warning-light colours on special vehicles.

COLOUR	USED BY — AND WHAT TO DO
Red and **blue**	Police, Lekhwiya, civil defence, official ceremonies and motorcades. Moving fast — give way.
Green	Ambulances and patient-transport vehicles on an emergency. Give way.
Orange	Slow service vehicles: street cleaning and refuse trucks, tow trucks, vehicles wider than 3 m, rescue and control vehicles, large tractor-trailers, Ashghal (PWA) vehicles. Overtake with care.
Yellow	Vehicles working inside closed areas such as airports and ports. Not allowed on public roads.

TRAFFIC LAW NO. 19
Fitting or using sirens or lights like those reserved for police, civil defence and ambulances is prohibited.

3. The horn

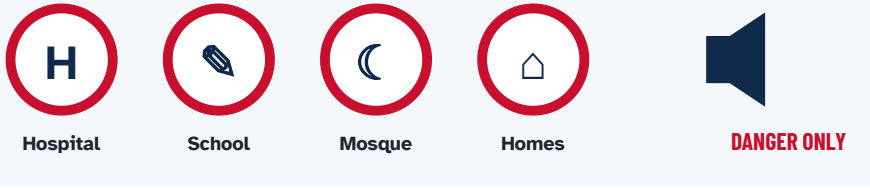


Figure: use the horn only to warn of danger, and never near hospitals, schools, places of worship or homes.

Use the horn only to warn of danger before it is too late. Do not use it near hospitals, schools, places of worship or homes, or where signs forbid it. Sirens are reserved for ambulances, patient transport, police, Lekhwiya, civil defence and official ceremonies.

TRAFFIC LAW NO. 19
Using the horn is prohibited except when there is imminent danger.

4. Horn and light rules

- Every vehicle must have a working horn.
- Do not tint or cover windows without written permission.
- From sunset to sunrise, and in poor daytime visibility, drive with headlights, both rear lights and the number-plate light on. Do not leave full beam on when stopped.
- Dip your headlights in good time when meeting another vehicle.
- No red light may show at the front — white normally, or yellow in fog.
- Aim headlights slightly towards the right side of the road.
- If stopped on an unlit road at night or in poor visibility, move off the carriageway and show a red light or reflector at the rear.

CHECK YOURSELF · PART 4

1. At an equal-rights crossroads with no signs, who goes first?
2. Which lane do you use to take the 4th exit of a roundabout?
3. What gap should you keep at 100 km/h?
4. How close to a junction may you park?
5. What is the default limit for cars outside built-up areas?
6. The truck ahead signals left as you prepare to overtake. What does it mean?

Answers: 1) Traffic from the left · 2) Left lane · 3) At least 50 m (2 seconds) · 4) No closer than 15 m · 5) 120 km/h · 6) Wait — not safe to pass



PART 5

MOTORCYCLES, HEAVY VEHICLES & EQUIPMENT

Chapter 1 — Motorcycles

Chapter 2 — Heavy vehicles

Chapter 3 — Equipment: forklifts, loaders, cranes, excavators

5

MOTORCYCLES

A motorcycle is a motor vehicle with two or more wheels, built to carry people or goods, and not shaped like a car. A rider has no metal box around them, so skill, visibility and protective gear matter even more than for a car driver.

TRAFFIC LAW NO. 19
Motorcycles must ride in the lanes for motor vehicles.



Photo: a rider in full protective gear

1. Choosing the right size

A machine that is too small lacks power for highway speeds and feels unstable when fast. One that is too big is hard to control. The right size lets you:

- put one foot flat on the ground while sitting upright
- hold the bike upright at a stop without straining your legs
- reach every control without stretching or cramping
- lift the bike off its side using the handlebars

- do the kind of riding it was designed for

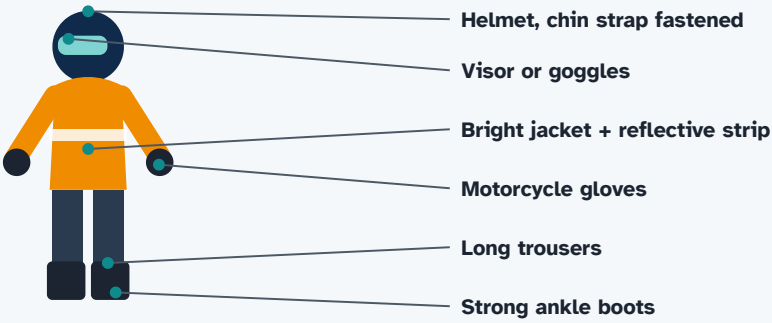


Figure: protective gear for rider and passenger. Bright colours help drivers see you.

2. Protective gear

HELMET

The law requires both rider and passenger to wear a helmet that fits, sits firmly and has the chin strap fastened. Buy one that meets safety standards. Replace any helmet that has been dropped, cracked or involved in a crash, and do not clean it with soap and water.

CLOTHING

- Cover your skin against sun, wind and insects. Leather is best; heavy nylon, denim jackets and long trousers also help.
- Nothing should hang loose or flap in the wind — it can catch on the bike or distract you.
- Wear bright colours (orange, red, yellow or fluorescent) and add reflective strips to the bike, helmet and jacket.

> **TIP · BE SEEN**
> Being seen by drivers can be a matter of life and death for a rider.

EYES, HANDS AND FEET

- **Eye protection:** wind, rain, dust and insects can blind you. A windscreen is not enough — wear goggles or a visor that fits firmly and is shatter-resistant.
- **Gloves:** keep your hands warm and your grip firm. Motorcycle gloves are best.
- **Boots:** strong, high enough to protect the ankles, with grippy soles. Avoid wide boots or laces and rings that can snag the controls.

BEFORE SETTING OFF

- Unlock the front wheel and adjust both mirrors.
- Start the engine and let it warm until it runs smoothly.
- Turn on the lights, and take the bike off its stand before a passenger gets on.

3. Riding safely

You are responsible for your own safety. Never assume other drivers have seen you or will give way.

- Make yourself visible, and scan ahead so you can react early.
- Turn your head to look where you are going.
- Lean with the bike through turns while still seeing traffic both ways.
- Look through and over other vehicles to read the road ahead.
- Avoid slippery patches. If you cannot, slow down before them, ride straight across, and avoid changing gear, turning or braking hard. If you must brake, use both brakes evenly.

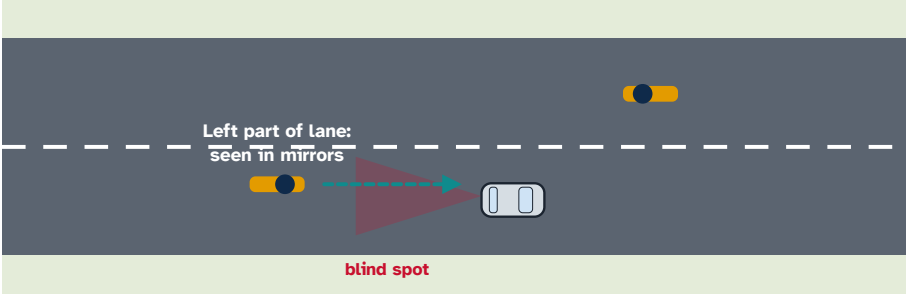


Figure: ride towards the left of your lane where the driver ahead can see you, and keep out of blind spots.

LANE POSITION

Ride where you can see and be seen — towards the left part of your lane, so the driver ahead sees you in both mirrors and oncoming traffic sees you. Stay out of drivers' blind spots.

FOLLOWING DISTANCE

A big gap gives you time to stop, a better view past the vehicle ahead, an early view of lights, markings and potholes, and more time to react.

SCANNING

- Use the height of the bike to see over cars.
- Check mirrors often, and glance over your shoulder — for no more than a second — before changing lanes or pulling out.

4. Carrying a passenger

With a passenger, the bike takes longer to stop, accelerates more slowly and turns less sharply. Ask nervous passengers to relax, hold the grab rail or your waist and lean with you. They need the same bright clothing and helmet as you. Ride slower and smoother, and do not chat while riding.



Figure: a passenger needs a proper seat, footrests and the same protection as the rider. With a passenger the bike brakes and turns less sharply.

EQUIPMENT RULES

A two-wheeler must have a stand. A passenger may ride only if there is a fixed seat and footrests on each side.

5. Carrying loads

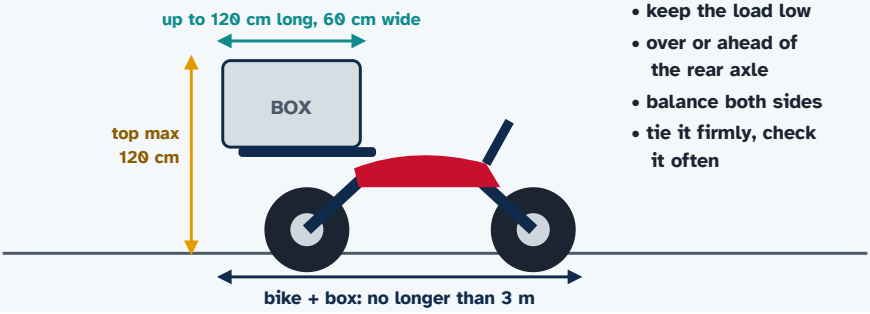


Figure: cargo-box limits on a motorcycle.

- Keep the load low and over or in front of the rear axle.
- Balance the weight equally on both sides.
- Fix it firmly in bags or with secure ties, and check it often.

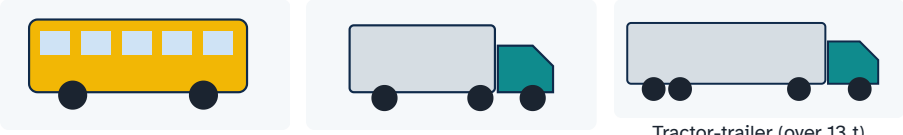
CARGO BOX	SIZE LIMITS
Front or rear box	Up to 120 cm long and 60 cm wide; bike plus box no longer than 3 m; top no higher than 120 cm from the ground; must not block the rider's view
Side box	No longer than the bike, up to 60 cm wide, no higher than 120 cm from the ground

TIP · BUMPS

Rise slightly on the footrests over rough ground so your knees and elbows absorb the shocks.

HEAVY VEHICLES

Buses, medium trucks and tractor-trailers are bigger, longer and harder to control than cars. Heavy-vehicle drivers are professionals who spend long hours on the road, and they must leave room for the mistakes of car drivers who do not understand how slowly a heavy vehicle accelerates and stops.



Bus (over 25 passengers) · Medium truck (5–13 t) · Tractor-trailer (over 13 t)

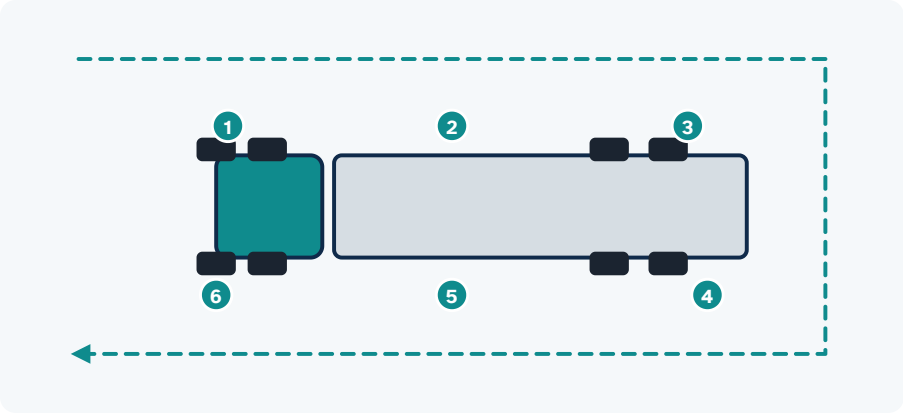
Figure: the main heavy-vehicle classes.

1. Daily inspection

Time spent checking your vehicle is an investment in everyone's safety. Do these checks every day before driving.



Photo: checking tyres and wheels before the trip



1 Tyres, nuts, rims
2 Load secured, doors locked
3 Lights and mirrors
4 Leaks underneath
5 Twin-wheel gap clear
6 Coupling and air hoses

Figure: walk around the vehicle every day before you drive.

WALK AROUND THE OUTSIDE

- **General:** flat tyres, overloading or uneven loading, broken springs.
- **Doors and ties:** trailer and cargo doors closed and locked; all ropes and straps secure.
- **Load:** evenly spread and covered — a shifting load is dangerous.
- **Height:** know your total height so you can plan routes around low bridges.
- **Body:** cracks, missing or loose parts.
- **Leaks:** oil, coolant, grease or fuel under the vehicle.
- **Wheels and nuts:** damaged rims lose pressure; replace missing or broken nuts; grease leaks can cause fire or a locked wheel.
- **Tyres:** never drive with bulges or bald patches. One bad tyre on a multi-wheel truck can still cause a blow-out and loss of balance, especially when loaded.
- **Tyre pressure:** low pressure on the steering axle makes steering heavy and overheats the tyre; low pressure in twin tyres causes rubbing, fire and blow-outs.
- **Between twin wheels:** remove stones and mud — they damage tyres and can fly out at other vehicles.

- **Fuel:** filler cap closed, no leaks.

UNDER THE BONNET

- Fluid levels: engine oil, coolant, battery, washer, automatic gearbox and power steering. Top up as needed and look for leaks.
- Electrical wiring: fix loose wires before moving.
- Belts and pulleys for the alternator, water pump, air conditioning and air compressor — not worn, correctly tensioned.

IN THE CAB

- Steps, grab handles and door handles; on buses, the rails and door mechanisms.
- Safety kit on board: extinguisher, first-aid kit, warning triangle, seat belts, covers and ropes for the load.
- Clean windows and mirrors; check wipers, washers and mirror adjustment.
- Start with the parking brake on and let the engine idle until full air pressure shows. Check every gauge works.

BRAKES

- **Air brakes:** air filter clear and no oil in the air; pressure should build within three minutes of starting; check the low-pressure warning; check trailer air hoses for damage and leaks.
- **Hydraulic brakes:** press the pedal firmly three times and hold for five seconds. If it sinks, there is a leak — repair it before driving.

TRAILER COUPLING AND LOAD

- Rock gently back and forth to check the fifth-wheel coupling is tight.
- Landing legs fully raised and the handle stowed.
- Trailer wiring connected; lights and indicators working.
- At every stop: walk around, feel tyre and brake-drum temperatures, look for smoke, heat or new leaks.

2. Control skills

STEERING

Hold the wheel firmly with both hands — hitting a kerb or pothole can wrench it from one hand.



Photo: a long truck needs extra room to turn

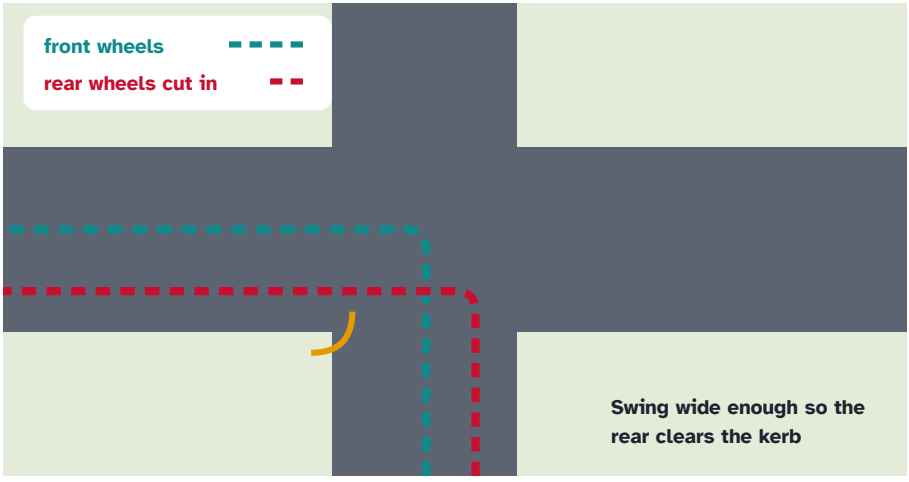


Figure: off-tracking. On a turn the rear wheels follow a tighter path than the front — the longer the vehicle, the more it cuts in.

Cutting in (off-tracking): on a turn, the rear wheels follow a tighter path than the front ones. The longer the vehicle, the more it cuts in. Before a left turn, keep towards the right of your lane to avoid oncoming traffic; before a right turn, keep towards the left of your lane so your rear wheels stay on the road.

Swinging out: at speed, trailer wheels can swing outwards on a bend and strike the kerb, risking a rollover. Learn your own vehicle's turning space.

Reversing a trailer: the trailer moves the opposite way to the steering wheel. In tight places like warehouses and building sites, take several shunts — that is normal for a large vehicle.

BRAKING

Press the brake gradually, ease off as the vehicle slows to avoid juddering, then press again to hold it. Heavier loads need longer distances — brake early and watch the air pressure.

MIRRORS AND BLIND SPOTS

- Glance at each mirror for no more than a second. At 60 km/h you travel about 17 m every second; at 90 km/h about 25 m.
- Use the mirrors to check your tyres and that the trailer is tracking straight.
- Some areas — just behind you and beside the cab — are blind. Check mirrors often so you notice small vehicles before they disappear into those spots.
- Turning left: check you will not hit vehicles waiting at the junction. Turning right: make sure the rear wheels will not mount the kerb or hit posts, and that no one is creeping up on your right.
- Merging: make sure there is a big enough gap — cars behind may have sped up.

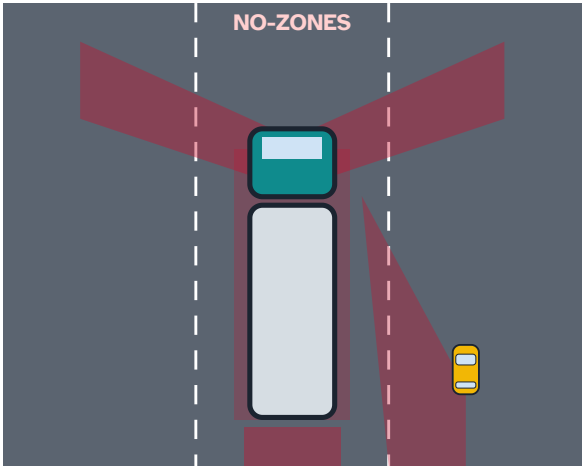


Figure: a truck driver cannot see cars in the red areas. Check mirrors often and stay out of these zones as a car driver.

FOLLOWING DISTANCE

Leave at least **three seconds** at low speed and more than **five seconds** at higher speed. Count as the vehicle ahead passes a fixed point.

- Slow down gradually so others can overtake you safely.
- Avoid sudden speed changes when turning, merging or changing lane; signal early.
- If someone tailgates you, increase the gap ahead — do not speed up.

TURNING AT JUNCTIONS

- **Right turns:** go further into the junction before turning so the rear wheels clear the kerb. Use the right mirror to check posts and parked cars.
- **Left turns:** get close to the middle of the junction before turning to allow for cut-in; the rear can hit cars waiting there. Watch for vehicles overtaking on your left. A loaded vehicle is slower than an empty one.

3. Loads and dimensions

Loads must be placed, arranged and tied so they cannot shift or fall. A load must not endanger people or property, make noise, drop or blow material, block the driver's view or cover lights, signals, reflectors or number plates, or upset the vehicle's balance.

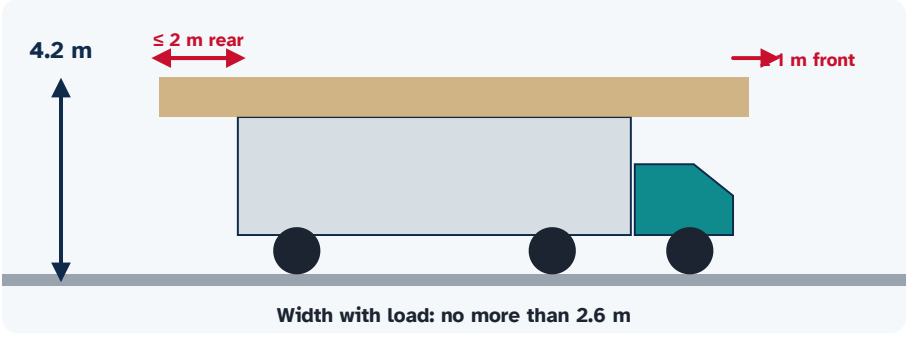


Figure: maximum height, width and overhang for a loaded vehicle. Larger loads need a written permit.

LIMIT	RULE
Height	Vehicle plus load: no more than 4.2 m above the road
Width	Vehicle plus load: no more than 2.6 m
Front overhang	No more than 1 m beyond the front
Rear overhang	No more than 2 m beyond the rear
Larger loads	Only with a written permit from the Traffic Department before moving
Vehicles of 3 t or more	Total weight and permitted passengers must be written on the body

Do not add anything to a truck body to increase its length, width or height.

TRAFFIC LAW NO. 19
Buses, trucks, equipment, tractors and any vehicle towing a trailer must keep to the right and must not overtake.

4. Buses and passengers



Photo: every passenger needs a seat

- Every passenger must have a seat; never carry more than the permitted number.
- Do not chat with passengers while driving.
- Close doors before moving; watch passengers in the mirrors as they board and leave.
- Close luggage doors yourself — do not rely on passengers.
- Stop and let people on or off only at designated stops.
- Keep to the timetable without speeding to make up delays.

PASSENGER RULES

No passengers in vehicles without seats. Nobody may ride on steps, the rear or the roof without a written permit. Buses, taxis, hire and tourist cars may not carry more than the registered number. A bus driver may not talk with passengers or let anyone sit or stand beside them while moving.

EQUIPMENT: FORKLIFTS, LOADERS, CRANES, EXCAVATORS

A licence and a training course are only the start. Every machine is different, so read its operator's handbook and learn where its controls and warnings are. Your trainer will then coach you on site, covering:

- checking the machine and the site
- the controls and warning devices
- starting up
- driving forward and in reverse
- working around obstacles
- loading, carrying and unloading
- loading a truck
- spreading and levelling
- stopping and shutting down



Figure: the four equipment licence classes.

1. Inspection before work



Tyres: equal pressure, stand aside when inflating

Engine oil on level ground

Hydraulics: look for leaks

Belts, hoses and lights

Figure: walk round the machine before every shift.

OUTSIDE THE MACHINE

- **Tyres:** often neglected but expensive. Check pressure when cold and keep it equal on both sides — uneven pressure can tip the load and the machine. Stand to the side when inflating, as tyres can burst off the rim. Tighten loose nuts; look for cuts, stones, wire or metal in the rubber and report faults.
- **Engine oil:** on level ground with the engine cool, wipe the dipstick, reinsert, check, and top up with the right oil.
- **Hydraulic oil:** check the reservoir level the same way.
- **Fan belt:** check its tension by pressing between the pulleys.
- **Wiring:** look for damaged or cut wires; check lights and horn.
- **Battery:** most breakdowns come from neglected batteries. Check the electrolyte level and that terminals are tight — a loose terminal can spark and explode. Clean corrosion with water, then coat with anti-rust paste or grease. Make sure the battery is clamped down.

IN THE CAB

- Clear dirt and slippery material from steps and mirrors; replace broken mirrors.
- Adjust the mirrors and the seat; check the seat belt for wear.
- Check the gauges and that all control levers are in the park position.

2. Using the machine

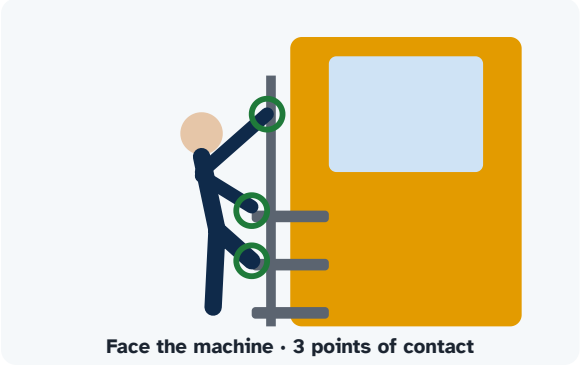


Figure: climbing on and off — always two feet and one hand, or two hands and one foot.

GETTING ON AND OFF

- Always face the machine and keep **three points of contact** — two feet and one hand, or two hands and one foot.
- Never hold a control lever while climbing on or off.
- Engage the safety lock before leaving the seat. A lever knocked by accident can move the machine.
- When leaving: lower attachments to the ground, set the safety lock and parking brake, switch off, lock up and take the key.

STARTING UP

1. Walk round once more to check nobody and nothing is in the way, and read the warning labels.
2. Never start if a "Do not operate" tag is on a lever or any part.
3. Sit in the seat. Check parking brake on, gears and forward/reverse lever in neutral (and locked), attachment levers held, control lock on.
4. Sound the horn to warn people nearby.
5. Turn the key and hold for about 10 seconds until the engine starts, then release.
6. Check oil pressure and fuel gauges. If oil pressure does not show, stop the engine at once.
7. If it will not start after 10 seconds, let the starter cool before trying again.
8. Let the engine warm up before loading. With a turbocharger, warm up at about half revs.

> **RIDERS**
> A second person may ride on a crane only in the passenger seat. Never let anyone ride on the body of a machine.

SHUTTING DOWN

1. Park on level ground where you do not block traffic or entrances.
2. Lower all attachments to the ground; put all levers in neutral and lock them; apply the parking brake.
3. Let the engine idle for three to four minutes (especially with a turbo) so parts stay lubricated and cool down.

4. Switch off, remove the key, and release hydraulic pressure by moving the attachment levers through all positions.
5. Walk round and report any leaks or faults. Put barriers round the machine if needed.

3. Emergencies

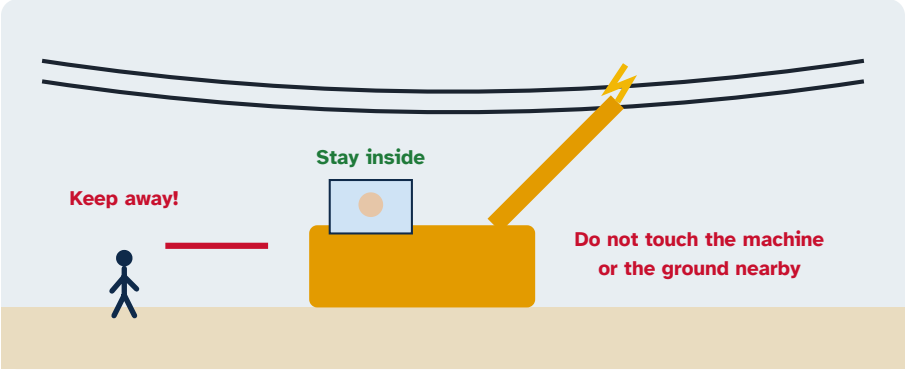


Figure: if a machine touches a power line, stay in the cab and keep everyone away until the power is cut.

SITUATION	WHAT TO DO
Sliding sideways on a slope	Drop the load, turn to face down the slope, lower the bucket or forks to act as a brake.
Fire	Stop the machine and engine, raise the alarm by radio, use the extinguisher if safe, get off if you can.
Touching power lines	Stay calm and stay in the cab. Warn others to keep away and touch nothing. Try to move clear of the lines yourself. If you cannot, stay put until the electricity company confirms the power is off.
Damaged gas line	Switch off at once, leave the machine, keep everyone away, tell the authorities.
Stalled on a slope or steering failure	Stay in the cab, stop, use foot or emergency brakes, lower attachments, chock the wheels, tag it "unfit for work" and report it.
Brake failure on a slope	Lower the bucket or forks as a brake (not on a crane), stop, use emergency brakes, chock the wheels, tag and report.

DANGER · ELECTROCUTION

If you step off a machine touching a power line, your body can complete the circuit between machine and ground. Stay inside unless there is a fire — and never ignore or switch off warning alarms.

4. Crane and excavator site checks

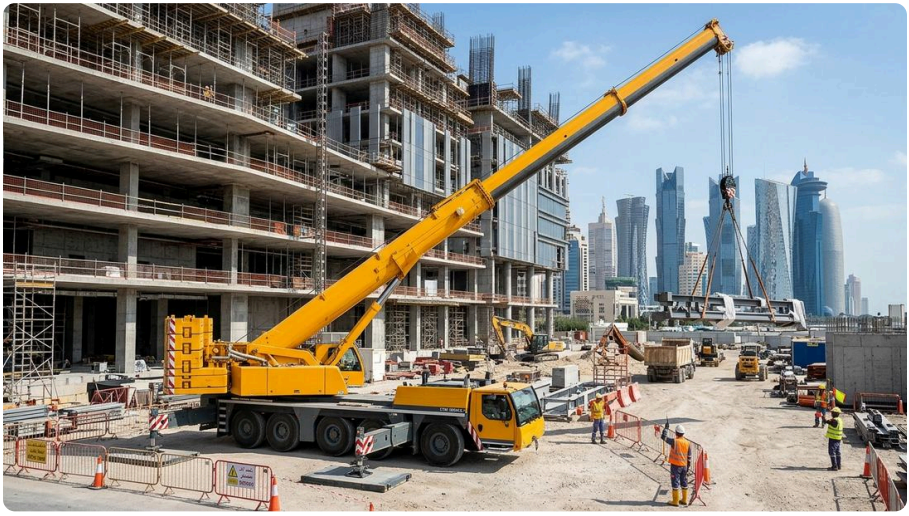


Photo: a mobile crane with outriggers on a building site

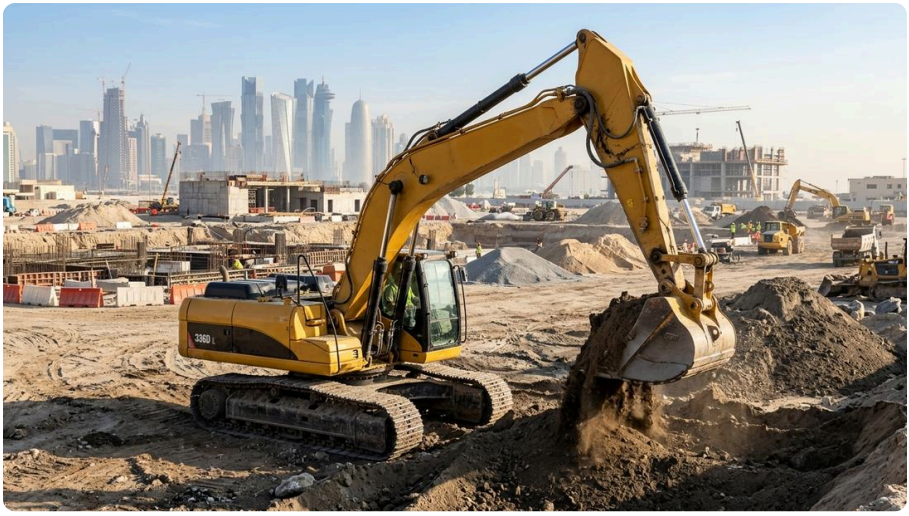


Photo: an excavator working on an open site

- Keep well clear of overhead and buried power lines, especially high-voltage lines.
- Keep away from existing or planned excavations; make sure no water can seep under the crane's footing.
- The operator must see the whole work area.
- Leave room for the jib or boom to swing.
- Work only within the jib's reach and the machine's rated capacity.
- Check there is clearance overhead before lifting.
- Crane outriggers must stand on firm, level ground that can carry the crane plus load.

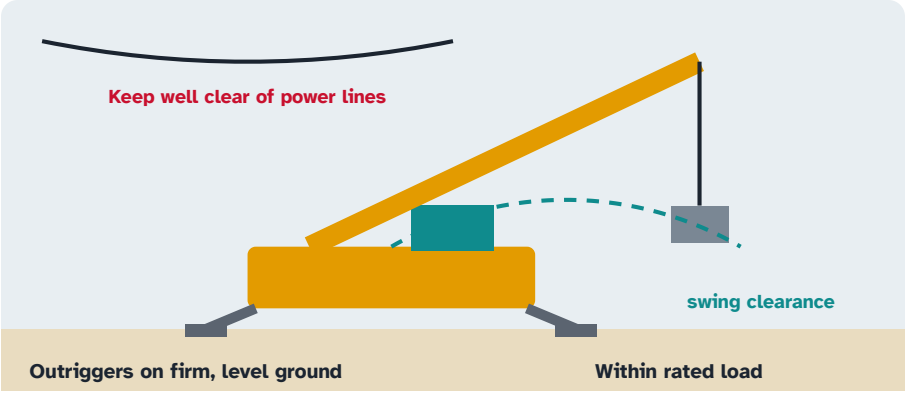


Figure: set up a crane on firm, level ground, with room to swing and clear of overhead lines.

5. Forklifts



Photo: a forklift moving a load low, mast tilted back

Forklifts may run on gas, electricity or diesel; diesel models lift the heaviest loads.

- Check the forks for cracks and damage before use.
- Never drive with the load raised high.
- After picking up a load, tilt the mast back towards the forklift before moving.
- On a slope, travel straight up and down, not across.

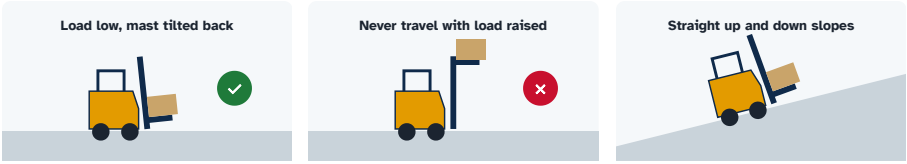


Figure: forklift safety. Most tip-overs come from speed, raised loads, slopes and harsh braking.

WHY FORKLIFTS TIP OVER

- driving too fast
- uneven or sloping ground
- harsh braking, especially while turning
- turning on a slope
- unbalanced loads
- flat or under-inflated tyres
- travelling with the load raised
- misusing the tilt
- overloading (tips forward)
- load not secured against the backrest

6. Loaders



Photo: a loader filling a dump truck

FILLING THE BUCKET ON LEVEL GROUND

Work in first gear. Tilt the bucket edge slightly down, drive forward and skim a thin layer each time, moving the lift lever gently up and down. Spread the digging force across the whole bucket.

LOADING A TRUCK

- Approach the pile and the truck at 90°.
- Keep the bucket parallel to the truck's centre line, raise it clear of the truck body, and empty it — shake gently to clear the last material.
- Spread the load by moving forward and back, not dumping in one spot.

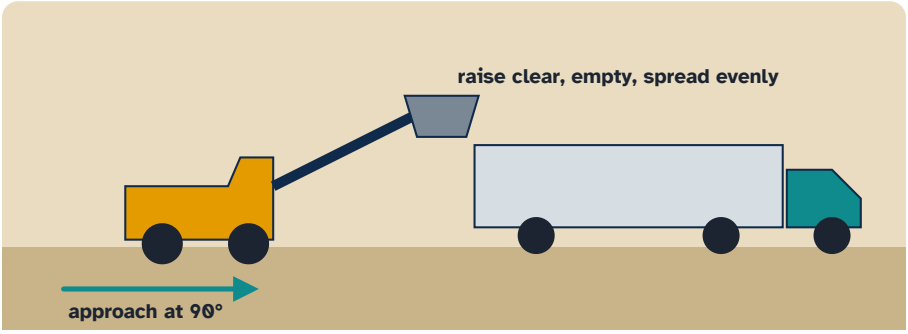


Figure: loading a truck. Approach square on, raise the bucket clear of the body, and spread the load.

LEVELLING AND PUSHING

- Level while reversing. If you level going forward, keep the bucket angle within 20° of horizontal.
- Spread soil from the bucket bit by bit while reversing, then drive over it with the teeth touching and smooth it.
- For final levelling, set the lift lever to float with the bucket flat and reverse.
- When pushing, keep the bucket base flat to the ground; never push with the bucket in the dump position.

WORKING ON SLOPES

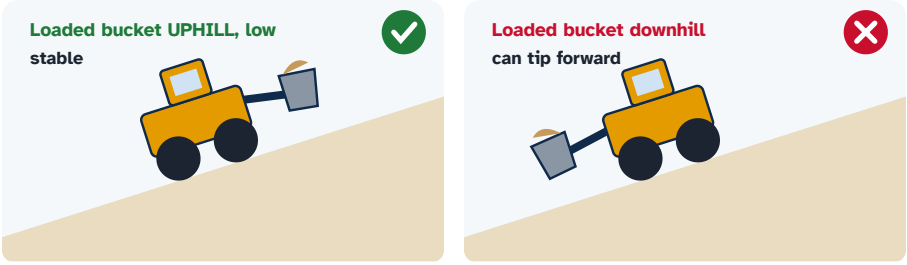


Figure: on a slope keep a loaded bucket on the uphill side and low; go down in first gear and never turn across the slope.

- Work on level ground where possible, with a firm area for turning, loading and unloading.
- Keep a loaded bucket on the uphill side; with an empty bucket, keep the rear of the machine uphill.
- Go down in first gear for engine braking; never coast.
- Avoid turning or moving sideways on slopes; keep the centre of gravity low and changes smooth.
- Check the soil on banks, near pits and trenches, where machines can slide or collapse the edge.

7. Site safety

- Follow every safety rule when operating or servicing the machine.
- Do not operate when tired or after taking drowsy medicines or any drug.
- Agree hand signals with everyone you work with.
- Keep guards and covers in place and repaired.
- No loose clothes, jewellery or long loose hair near controls or moving parts.
- No oily clothes — they burn. Wear a hard hat, safety glasses, safety boots and gloves, and a dust mask where needed.

BEFORE YOU START
Make sure nobody is near the machine.



Hard hat



Safety glasses



Gloves



Safety boots



Dust mask



No loose clothes or jewellery

Figure: personal protective equipment on a work site.

CHECK YOURSELF · PART 5

1. Who must wear a helmet on a motorcycle?
2. Where in the lane should a motorcyclist usually ride?
3. What following gap should a heavy vehicle keep at higher speeds?
4. What is the maximum height of a vehicle including its load?
5. How many points of contact should you keep when climbing onto equipment?
6. Your machine touches a power line. What do you do?

Answers: 1) Both rider and passenger · 2) Towards the left of the lane, where drivers can see you · 3) More than 5 seconds · 4) 4.2 m · 5) Three · 6) Stay inside, warn others away, move clear if you can, otherwise wait until the power is cut



PART 6

FIRST AID

Chapter 1 — First aid at the roadside

6

FIRST AID AT THE ROADSIDE

First aid is the immediate care you give an injured or sick person until medical help arrives. Done well, it stops their condition getting worse and can save a life.

999	30 : 2	10 sec
Emergency number in Qatar	Chest compressions to rescue breaths	Maximum time to check for breathing



Photo: keep a first-aid kit in every vehicle

1. At the scene

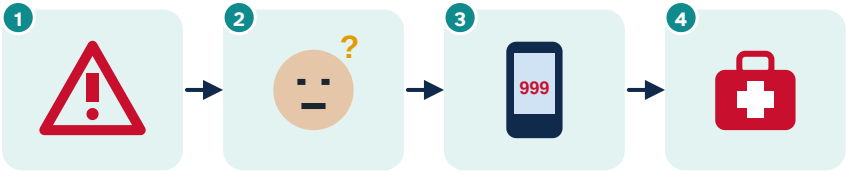
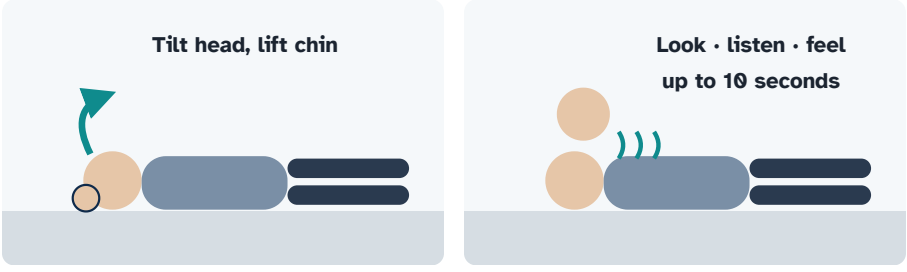


Figure: at any crash scene — check for danger, check response, call 999, then give first aid.

1. **Danger:** make sure the area is safe for you and the casualty — hazard lights on, triangle out, traffic watched.
2. **Response:** check how conscious the casualty is.
3. **Call 999** for an ambulance.
4. **Help** the casualty until medical help arrives.

2. Unconscious casualty — airway and breathing

Follow the **ABC** order: Airway, Breathing, Circulation.



Open the airway — Check breathing

Figure: opening the airway and checking breathing.

- **Open the airway:** lift the chin and tilt the head back. If you suspect a head or neck injury, push the jaw forward instead, without tilting the head.
- Look in the mouth for anything blocking the airway.
- **Check breathing for up to 10 seconds:** look at the chest rising, listen for breath, and feel air on your cheek.
- **Breathing?** Put them in the recovery position and keep checking on them.
- **Not breathing?** Start CPR straight away.
- Stop any heavy bleeding — CPR only helps if blood stays in the body.

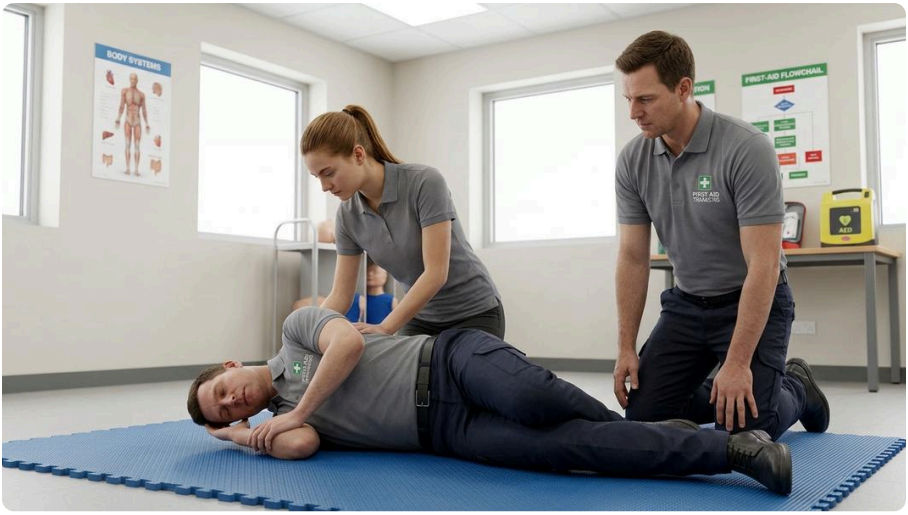


Photo: practising the recovery position in a first-aid class

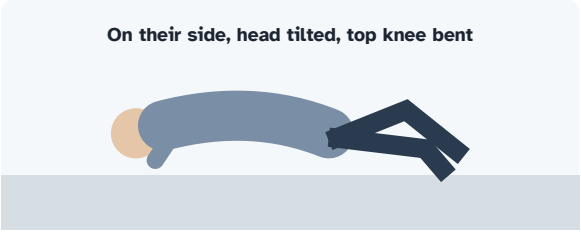


Figure: the recovery position for a casualty who is unconscious but breathing.

3. How to do CPR



Photo: chest compressions on a training manikin

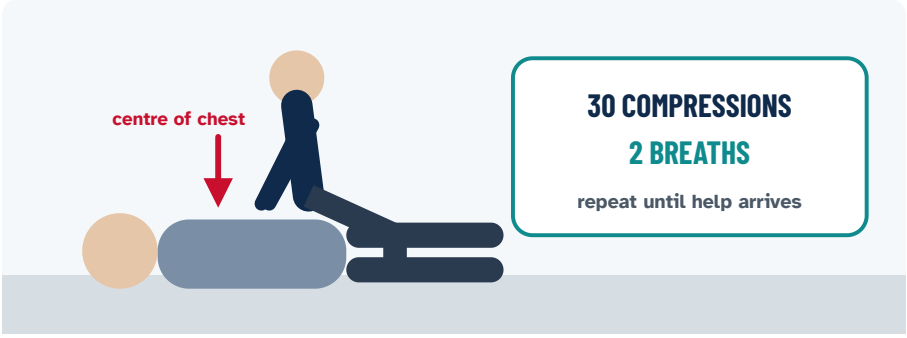


Figure: CPR — push hard and fast in the centre of the chest, 30 compressions then 2 rescue breaths.

1. Check the casualty does not respond, and that the place is safe for both of you.
2. Lay them on their back on a firm, flat surface.
3. Kneel beside them and speak loudly to see if they react.
4. Shout for help and call 999.
5. Open the airway with a head tilt and chin lift.
6. Check breathing for no more than 10 seconds.

7. **Give 30 chest compressions:** heel of one hand on the centre of the chest, between the nipples, the other hand on top. Push hard and fast, straight down, and let the chest come back up fully after each push.
8. **Give 2 rescue breaths:** seal your mouth over theirs, pinch the nose closed, and watch the chest rise with each breath.
9. Keep repeating 30 compressions and 2 breaths until medical help arrives, the casualty shows signs of life, or you are too exhausted to continue.

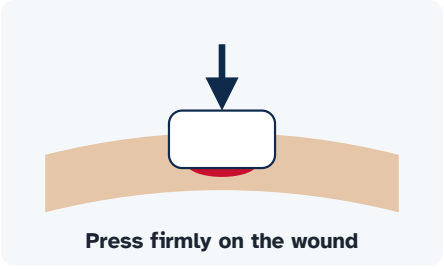
DEPTH AND SPEED

The original Qatar curriculum gives about 4–5 cm deep at around 100 compressions a minute. Current international first-aid guidance for adults is 5–6 cm at 100–120 a minute. A first-aid course will teach you the current standard.

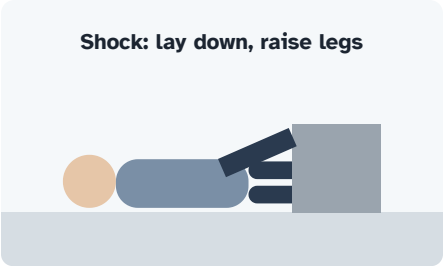
4. Bleeding and shock



Photo: gloved hands bandaging a wound



Bleeding



Shock

Figure: stop bleeding with direct pressure; for shock, lay the casualty down and raise the legs.

- **Bleeding:** press directly on the wound. Avoid touching blood with bare skin — use gloves or a clean cloth.
- **Shock** often follows heavy bleeding: less blood reaches the brain. Signs are pale skin, cold sweat, a fast weak pulse and low blood pressure.
- **Treating shock:** lay the casualty down and raise their legs to send blood back to the heart and brain.

5. Nosebleed

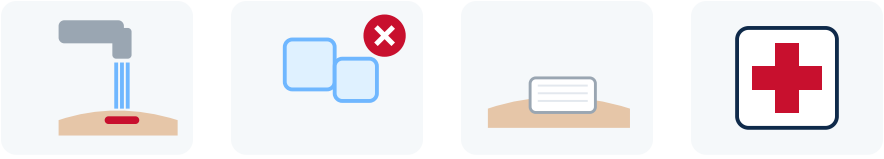
Sit the casualty down, leaning forward. Pinch both sides of the soft part of the nose firmly for a few minutes while they breathe through the mouth.





Figure: for a nosebleed, sit the casualty down leaning forward and pinch the soft part of the nose for a few minutes.

6. Burns



1. Cool with cold running water

Not iced water, not ice

2. Cover with a clean, non-stick dressing

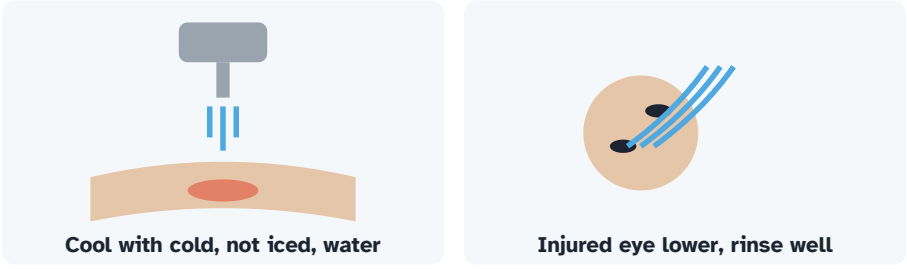
3. Take them to hospital

Figure: first aid for a burn.

- Cool the burn straight away with cold — not iced — water.
- Cover it with a dry, non-stick, sterile dressing or clean cloth.
- Take the casualty to hospital.

7. Chemicals in the eye

Wash the eye with plenty of water as quickly as possible. Keep the injured eye lower than the other so the chemical does not run into the good eye.



Burns

Chemical in the eye

Figure: first aid for burns and chemicals in the eye.

8. Fractures and sprains

- Do not move the injured limb.
- Support it with a splint in the position you find it — do not try to straighten it.

For sprains, remember **R-I-C-E**:

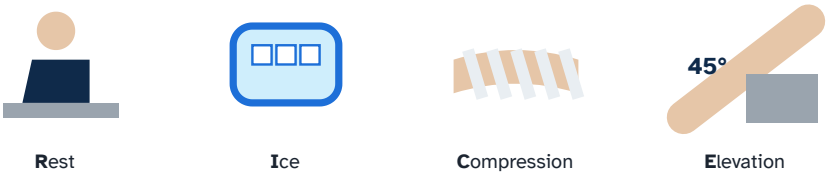


Figure: R-I-C-E for sprains. For fractures, keep the limb still and splint it as found.

- **Rest:** keep the casualty still and stop them using the injured part.
- **Ice:** put an ice pack on the injury to reduce swelling and pain.
- **Compression:** wrap a bandage around it for 15–30 minutes to limit swelling.
- **Elevation:** raise the injured limb, at about 45°.

CHECK YOURSELF · PART 6

1. What is the emergency number in Qatar?
2. How long should you check for breathing?
3. What is the ratio of compressions to breaths in CPR?
4. What position do you put a breathing, unconscious casualty in?
5. How do you treat a burn first?

Answers: 1) 999 · 2) No more than 10 seconds · 3) 30 compressions to 2 breaths · 4) The recovery position · 5) Cool it with cold (not iced) water



PART 7

BEHAVIOUR & VIOLATIONS

Chapter 1 — Bad habits on the road

Chapter 2 — The points system

Chapter 3 — Common violations and penalties

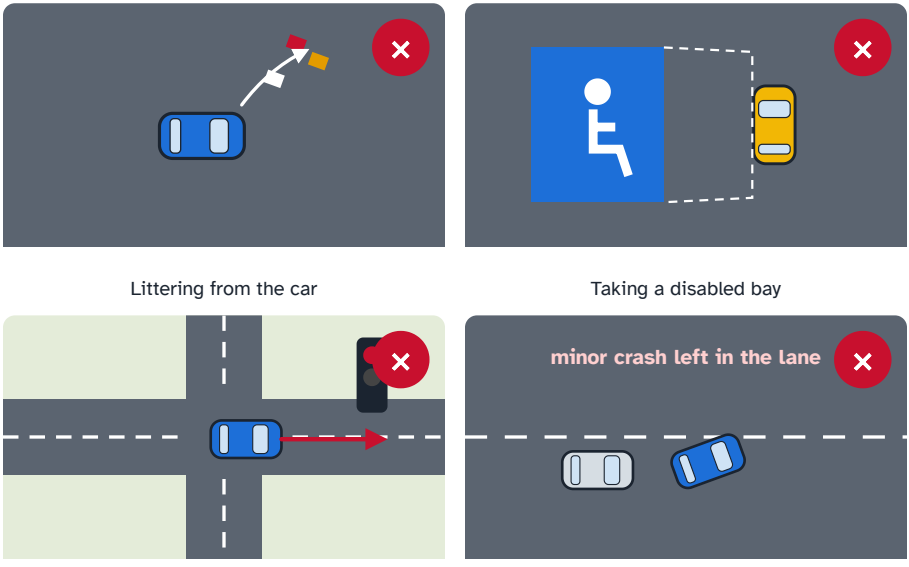
7

BAD HABITS ON THE ROAD

Some habits break the law, others just show disrespect for other people. Both make the roads less safe and less pleasant. Here are the most common, with the penalties the official curriculum lists.

CHECK CURRENT FINES

Fines and points shown here are those in the official learner curriculum. Several have since been revised — always confirm current amounts on Metrash or moi.gov.qa.



Littering from the car

Taking a disabled bay

Running a red light

Blocking the road after a minor crash

Figure: bad habits — and every one of them carries a fine.

1. Spitting from the car

Spitting from the window, especially in busy streets or at traffic lights, offends other people, spreads disease and dirties the city.

2. Throwing litter from the car

Tissues, cans and food waste thrown from windows spoil the streets and work against everything the country has invested in. Keep a small rubbish bag in the car and empty it at the next bin.

3. Taking disabled parking spaces

Qatar's laws protect the rights of people with disabilities. Parking in their reserved bays at ministries, public buildings, malls, markets and the airport takes away one of their simplest rights.

> **FINE**
> Stopping or parking in a disabled bay: QR 1,000.

4. Running a red light

Crossing on red causes some of the worst crashes, with financial, physical and emotional damage. It puts lives at risk and harms the whole community.

> **FINE**
> Not obeying automatic traffic lights: QR 6,000 and 7 points (the curriculum page lists the fine as QR 600; the violations table lists QR 6,000).

5. Leaving the car at a minor crash scene

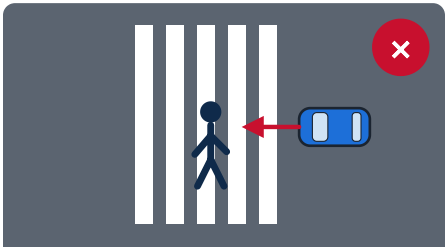
Cars left in the road after a minor crash cause new, sometimes fatal, crashes and block traffic. If nobody is hurt and the cars can move, move them to a safe spot at the roadside and wait for the police.

> **FINE**
> Not moving the vehicle after a minor crash: QR 1,000 and 3 points.

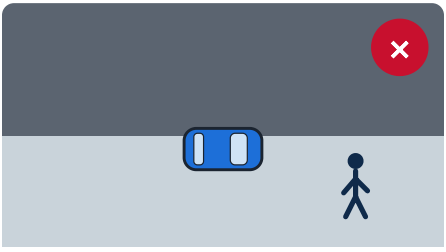
6. Ignoring pedestrians

Expect pedestrians at any time. Slow down in residential and busy areas and watch for people on foot and on bicycles. Not respecting crossings leads to people being hit.

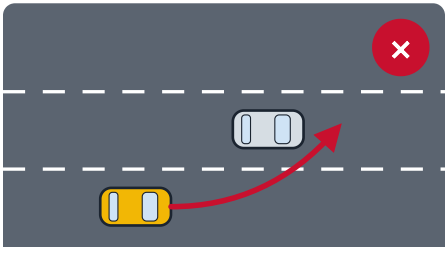
FINE
Not slowing down near a pedestrian crossing: QR 300.



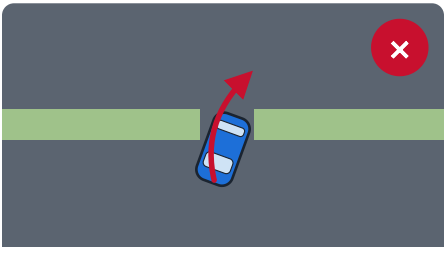
Not stopping for pedestrians



Parking on the pavement



Overtaking on the right



U-turn through the central island

Figure: more habits that endanger other road users.

7. Parking on the pavement

Pavements belong to pedestrians. Parking on them is against the law and forces people into the road.

8. Overtaking on the right

Passing on the right — from a service road, at junctions, roundabouts or lights, or cutting back into the road — causes crashes, blocks traffic and disregards other drivers.

9. Illegal U-turns

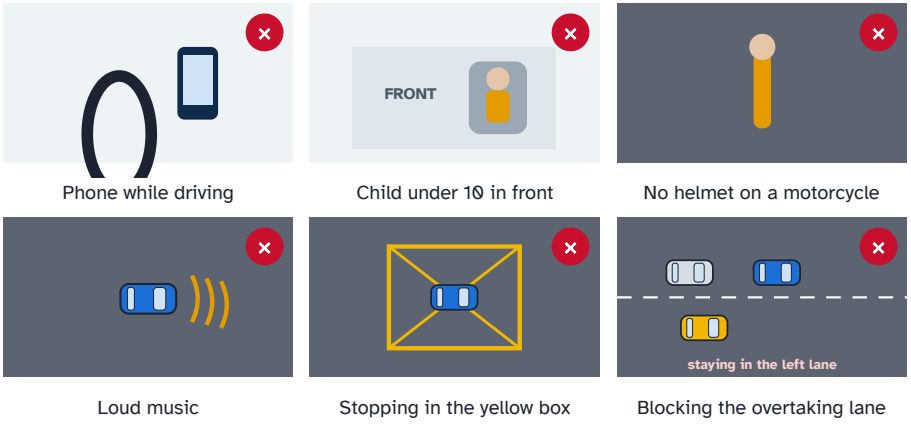
Leaving your lane to turn, enter a side road or turn back without the proper checks is a violation. U-turning through gaps in the central island of a highway is especially dangerous.

FINE
U-turning across a highway central island: QR 600.

10. Driving too slowly

Crawling well below the flow on highways causes crashes, blocks traffic and delays everyone.

FINE
Unusually slow driving that blocks traffic: QR 300 and 3 points.



Phone while driving | Child under 10 in front | No helmet on a motorcycle

Loud music | Stopping in the yellow box | Blocking the overtaking lane

Figure: everyday violations — phone, child seat, helmet, noise, box junctions and lane hogging.

11. Phones and messages

A few seconds of distraction is enough to cause a crash. You cannot drive and use a phone at the same time — you drift out of your lane and lose control of your speed.

FINE
Using a mobile phone while driving: QR 500.

12. Children in the front seat

Children in front can be thrown forward into the dashboard or out of the car, or choked by an adult seat belt.

FINE
A child under ten in the front seat: QR 500.

13. No helmet on a motorcycle

Both rider and passenger must wear a well-fitting, fastened helmet that meets safety standards. Replace any helmet that has been dropped or damaged.

FINE
Motorcycle or bicycle rider without a helmet: QR 300.

14. Loud music

Blasting music at traffic lights or in busy streets is disrespectful. Listen to what you like, at a volume only you can hear.

FINE
A vehicle making disturbing noise: QR 300 and 3 points.

15. Stopping in a yellow box

Do not enter a junction if the traffic beyond is not moving — you will block the junction for everyone else.

FINE
Not following road markings: QR 1,000.

16. Blocking the fast lane

Driving at the limit does not give you the right to sit in the left lane and stop others overtaking. Enforcing the limit is not your job — and the car behind may be rushing someone to hospital. Move right and let them pass.

> **FINE**
> Not following lane rules: QR 500.

THE POINTS SYSTEM

Many violations add points to your driving record. Collect too many and your licence is withdrawn — for longer each time.

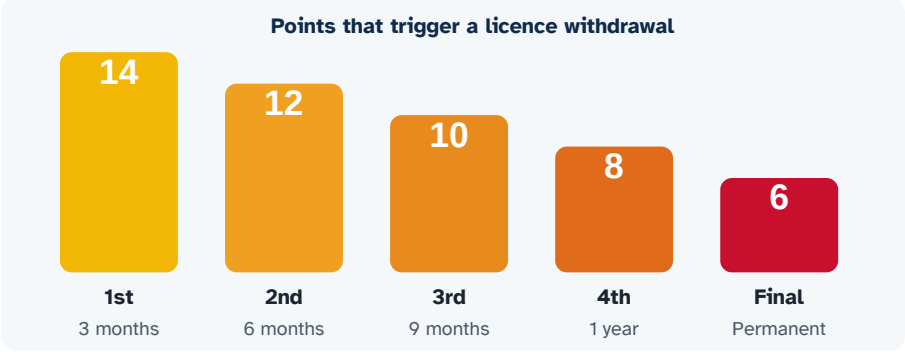


Figure: each withdrawal lowers the points threshold and lengthens the ban.

TIME IT HAPPENS	POINTS THAT TRIGGER IT	LICENCE WITHDRAWN FOR
1st	**14 points**	3 months
2nd	**12 points**	6 months
3rd	**10 points**	9 months
4th	**8 points**	1 year
Final	**6 points**	Permanently — you must wait at least a year, then pass all the tests again as a new driver

When points are cleared

- When your licence has been withdrawn under the points system.
- When you go one full year from your last violation without another.

Violations that carry points

#	VIOLATION	POINTS
1	Crossing a red light or ignoring a police officer's signal	7
2	Driving against the traffic on a highway or ring road	6
3	Driving under the influence of alcohol, drugs or mind-altering substances	6
4	Speeding by more than 30 km/h	1
	Speeding by more than 40 km/h	2
	Speeding by more than 50 km/h	3
	Speeding by more than 60 km/h	4
5	Careless or reckless driving that endangers lives or property	4
6	Driving without brakes, with faulty brakes, or in an unfit vehicle	4
7	Driving a vehicle your licence does not cover	3
8	Driving with a withdrawn or expired licence	3
9	Indecent acts in the vehicle, or allowing them	3
10	Driving an unregistered vehicle	3
11	Driving without number plates	3
12	Altered plates, or plates not issued by the licensing authority	3
13	Giving false information in a licence application	3
14	Using a vehicle for a purpose other than the one it is registered for	3
15	Deliberately blocking traffic on a public road	3
16	Driving a noisy vehicle	3
17	Vehicle giving off heavy smoke or a bad smell	3
18	Vehicle leaking or blowing flammable or harmful material	3
19	Load falling from the vehicle and endangering others	3
20	Driving on the shoulder	3
21	Turning, U-turning or driving back against the traffic	3
22	Replacing a major vehicle part without written permission	3

#	VIOLATION	POINTS
23	Letting someone without a valid licence drive your vehicle	2
24	Unclear or unreadable number plates	2
25	Only one plate, or plates moved, recoloured or reshaped	1
26	Refusing to show a licence to police	1
27	Goods vehicle breaking loading rules	1
28	Goods vehicle breaking size or weight limits	1
29	Driving a crash-damaged vehicle with affected balance or tyres	1
30	Using lights, loudspeakers or horns not permitted by law	1
31	Not obeying road lines or traffic signs	1
32	Parking in a disabled bay	3

COMMON VIOLATIONS AND PENALTIES

1. When your vehicle can be impounded

The Director of Traffic or a deputy can order a vehicle impounded for up to **90 days** when it is:

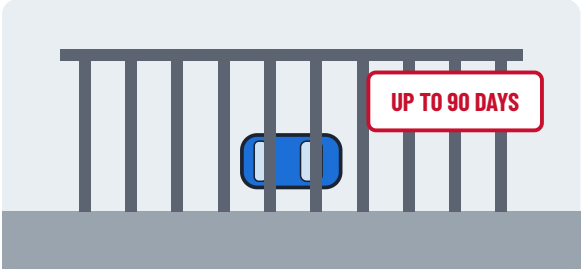


Figure: serious violations can lead to the vehicle being impounded for up to 90 days.

- driven without plates, with unofficial or swapped plates, or with altered plates
- driven after the licence has been withdrawn
- misusing commercial, trade or temporary-entry plates
- driven by someone with no licence, or the wrong licence
- driven carelessly or dangerously
- unsafe or unroadworthy — no silencer, no brakes, or poor lights at night
- used in a road race without a permit
- involved in indecent acts
- driven through a red light
- driven by someone under the influence of alcohol or drugs
- used for a purpose not on its registration, or after major changes to its body or colour without permission
- driven against the traffic, or turned or U-turned the wrong way
- giving off heavy smoke or loud noise
- a bus, truck, equipment, tractor or towing vehicle not keeping right, or overtaking

- fitted with window tint or covering without written permission
- abandoned on the road
- over the permitted weight or length
- a truck, tractor or trailer parked where it is not allowed

2. Offences that go to court

These cannot be settled by paying a fine — they go before a court.

OFFENCE	PENALTY
Driving without a licence, or with the wrong licence	1 month to 3 years in prison and/or QR 10,000–50,000. Repeat: 1 week to 3 years and QR 20,000–50,000
Letting an unlicensed person drive your vehicle · road racing without a permit · roadworks or digging without permission or warnings · indecent acts in a vehicle · damaging or moving traffic signs or markings	1 month to 3 years in prison and/or QR 10,000–50,000. Repeat: minimum doubled
Careless or dangerous driving · driving under the influence · failing to stop for police	1 month to 3 years in prison and/or QR 10,000–50,000. Repeat: minimum doubled
Getting, or trying to get, a new licence while yours is withdrawn	1 week to 1 year in prison and/or QR 3,000–10,000
Not helping the injured after a crash, not informing the police, or moving the vehicle without police permission	1 week to 1 year in prison and/or QR 3,000–10,000
Owner refusing to name the driver, or giving false details	The same penalty as the driver's offence
An insurance company refusing to issue third-party cover	QR 10,000; doubled if repeated within six months

3. Common fines that can be settled

#	VIOLATION	FINE (QR)
1	Not obeying traffic lights	**6,000**

#	VIOLATION	FINE (QR)
2	Not obeying a police officer's hand signals	6,000
3	Driving against the traffic	6,000
4	Using the vehicle for an unlicensed purpose	3,000
5	Reversing on a public road or at a junction without signalling	1,500
6	Driving without lights at night	1,000
7	Obstructing traffic	500
8	Seat belt not worn (driver or passenger)	500
9	Not giving way to police or ambulances on duty	1,000
10	Changing lane, turning or U-turning without signalling	500
11	Ignoring pedestrian lights	500
12	Blocking traffic at a junction	500
13	Watching a screen (such as TV) while driving	500
14	Not following road markings	1,000
15	Not keeping a safe following distance	1,000
16	Stopping where you block another car from leaving	300
17	Parking where parking is not allowed	300
18	Using the horn without danger	300
19	Not giving way at a roundabout	300

REMINDER

These amounts come from the official learner curriculum (2016 edition). Fines and points have been revised since — always check the current figures on Metrash or moi.gov.qa before relying on them.

CHECK YOURSELF · PART 7

1. How many points does running a red light carry?
2. At how many points is a licence first withdrawn, and for how long?
3. When are points cleared automatically?
4. For how long can a vehicle be impounded?
5. What is the fine for not wearing a seat belt?

Answers: 1) 7 points · 2) 14 points, for 3 months · 3) After the licence is withdrawn, or after one year with no further violation · 4) Up to 90 days · 5) QR 500

DRIVE SAFE. ARRIVE HOME.

Practise with free theory tests, the traffic-sign library and audio exams at

GULFDRIVEGUIDE.COM

Independent study guide. Not an official Ministry of Interior publication. Always confirm rules, fines and fees with the Ministry of Interior, Metrash or Hukoomi.