

NT road rule changes - commencing 1 August 2019

Existing Reg / Rule	Current NT legislation	Amendments	Additional information	Nature of Change
Motor Vehicles Regulations 1977				
4(c)	Classification of licences. Specifies the type of motor vehicle that a licensee is licensed to drive under that licence.	Remove the 12 seat limit for Class C, and Class LR, licence classifications so that the sole determining factor is the vehicle's gross vehicle mass.	Class C licence holders can drive a vehicle not greater than 4.5 tonnes and equipped to carry no more than 12 adults. Some vehicles within the 4.5 tonne weight limit have 14 seats and as a result a significant number of vehicles are modified to remove seats to enable them to be driven on a C class licence.	Amended provision
4(c) (13)	Classification of licences. Specifies the type of motor vehicle that a licensee is licensed to drive under that licence.	Amend the subregulation to remove the ability of a person to ride a moped under a learner licence of a light or heavy vehicle. A person with a provisional or full/unrestricted licence of a light or heavy vehicle will still be able to ride a moped without a motor cycle licence.	Subregulation 4C(13) allows any car or heavy vehicle licence holder to ride a moped. Unfortunately it also allows learner licence holders (who are usually young and very inexperienced) to ride mopeds. The NT is the only jurisdiction that allows this.	New provision
Traffic Regulations 1999				
3	Interpretation. Explains specific definitions	Remove the word 'International' in definition of Standards Australia International Limited	Name change of Standards Australia	Technical clarification
8 86B	Helmets for persons on motor cycles. Provides for the approved type of helmets.	Repeal description of the Australian Standard and transferred the remaining provisions to modification of ARR.	Consequential amendment. ARR 270 now defines what an approved helmet is.	Consequential amendment
24(1)	Securing of load - general. Requires loads to be restrained in a manner that complies with the Load Restraint Guide (LRG), second edition 2004, published by the National Transport Commission (NTC).	Remove references to the Load Restraint Guide. The performance standards for loads on vehicles will be addressed with the adoption of the ARRs in NT law.		Technical clarification
77A (2)(b)	Default speed limit in a built up area. Regulations reference sections of road where no speed limits and no derestriction signs apply.	Remove sub regulations and footnotes referencing that there are lengths of road in the Northern Territory that have no speed-limits to reflect this Governments removal of open speed limits on Territory roads.	There are no longer any sections of road where this applies in the NT.	Technical clarification

79 80	Overtaking bicycles. Provides for safe distances when overtaking bicycles.	<u>Modifications to the ARR</u> , to be consistent with other jurisdictions, to require minimum passing distances when a person driving a motor vehicle overtakes a cyclist : If the maximum speed is 60km/h – 1 metre; or if the speed limit is more than 60 km/h – 1.5 metres.	The Towards Zero Road Safety Action Plan commits to introducing a minimum overtaking distance for passing cyclists. Other jurisdictions which have implemented a minimum passing distance when over taking cyclists have observed an increased understanding of sharing the road safely with cyclists.	New provision
81 (new)	The NT currently has no Rule that legally allows the practice of motor cycle lane filtering .	Modifications to the ARR to align with other jurisdictions, restrict lane filtering in the NT to riders with a full motor cycle licence (i.e. Learner or provisional motor cycle licence holders and moped riders on a C class licence, will not be able to lane filter.)	The Towards Zero Road Safety Action Plan commits to introduce lane filtering in the Territory. The Model ARR 12th package includes a new provision to allow lane filtering.	New provision
81D	Making Motor Vehicle Secure. Requires a driver who stops and leaves a vehicle to make it secure.	<u>Modifications to the ARR</u> to correctly reflect the rule of the jurisdiction (NT) where drivers are <u>not</u> required to secure the windows immediately before leaving a vehicle.	Clarification that the ARR does not apply in the NT.	Technical clarification
N/A	Pedestrians travelling along a road. Restricts the circumstances in which pedestrians can travel along a road.	<u>Modification to the ARR</u> to correctly reflect the rule of jurisdiction (NT) that pedestrians are <u>not</u> required to face approaching traffic when walking along a road. All jurisdictions, other than WA, have adopted this amendment. The NT has the same unique road safety challenges as WA when considering the impact on remote communities. The most effective way to address pedestrian safety is through education rather than creating additional offences.	Clarification that the ARR does not apply in the NT.	Technical clarification
Schedule 1	Traffic infringement notice offences.	Increase mobile phone use penalties from \$250 to \$500 and introduce penalties in the traffic infringement notice scheme for visual display unit offences, also \$500.	The Towards Zero Road Safety Action Plan commits to increase mobile phone use penalties to align with other Australian jurisdictions.	Increased provision
Traffic Regulations Schedule 3: Australian Road Rules - Adoption of packages 9, 10, 11 and 12 of the model Australian Road Rules				
3	Object of Australian Road Rules. The object is to provide for uniform road rules.	Include as an object of the Rules that they specify behaviour for all road users that supports the safe and efficient use of roads in Australia.	Greater clarification of the object of the ARR.	Technical clarification
45	What is changing direction. Clarifies the action of changing direction and when a driver must signal the intention to change direction.	Include the manoeuvre of moving <u>left</u> or <u>right</u> to a stationary position.	Add further clarification to the action of changing direction.	Technical clarification

56	Stopping for a red traffic light or arrow. Sets out how and where a driver must stop when approaching a red traffic signal.	Correct wording that incorrectly refers to an arrow rather than a light. Include note in reference to the new provision for lane filtering.	Correct typographical error and include note in reference to the new provision for lane filtering.	Technical clarification
65 72 73 80 81 82	Giving way, stopping and overtaking at crossings. These rules set out the requirements for drivers to give way to pedestrians in specific situations.	Make wording of rules consistent so that all rules require vehicles to give way to <u>bicycle riders</u> and pedestrians on <u>or entering</u> the area to which the give way rule applies.	Address inconsistencies in the Rules concerning giving way, which presents a safety risk for pedestrians and bicycle riders.	Technical clarification
70	Giving way at a give way sign at a bridge or length of narrow road. Requires a driver approaching a bridge or narrow section of a road with a give way sign, to give way to an oncoming vehicle that is on the bridge or road.	Include the requirement to give way to vehicles <u>approaching</u> as well as on a bridge.	Clarify when the give way rule applies.	Technical clarification
79	Giving way to NT Police and emergency vehicles. Sets out circumstances in which drivers must give way to police and emergency vehicles.	After "other rule" insert "of the Australian Road Rules".	Clarify meaning of reference to "any other rule".	Technical clarification
98	One way signs. The one way rule exempts bicycle riders on a footpath, nature strip or shared path.	Exempt bicycle riders on a bike or separated path from having to ride in the direction of traffic.	Allow the one-way rule exemption to apply to bicycle riders on any type of path (they must still obey one way signs when riding on the road).	Technical clarification
99	Keep left and keep right signs. Sets out how drivers must respond to keep left and keep right signs. Does not apply to bicycle riders where they are permitted to ride on a footpath, nature strip or shared path.	To extend the exemption to bicycle riders on any type of path (they must still obey left / right signs when riding on the road).	Improve consistency of the Rules with respect to bicycle riders permitted to ride on paths.	Technical clarification
115	Driving in a roundabout to the left of the central traffic island. Drivers in roundabouts must drive to the left of the roundabout. If the vehicle is too large, it may be driven on the edge of the roundabout to the left of the centre, or over the roundabout to the left of the centre line if safe to do so.	Allow large vehicles to approach the centreline and drive over a central traffic island while staying as near as practicable to the left of the centre, if safe to do so.	In some areas, due to their dimensions, large vehicles are unable to comply with the strict requirement to keep to the left of the central traffic island in the roundabout and are therefore encroaching to the right of the centre line. Encroachment resulted in road authorities restricting right hand turns for oversize vehicles.	Technical clarification
120	What is a level crossing. Defines a level crossing.	Include in the definition an area adjacent to the crossing that is denoted by painted cross-hatched road markings.	Address technical matters in relation to the extent of a level crossing where the ground is marked with yellow cross-hatching.	Technical clarification

127	Keeping a minimum distance between long vehicles. Establishes rules for long vehicle drivers driving behind other long vehicles.	Restate the required minimum distance rules to refer explicitly to road trains rather than to "a road train area".	Improve clarity of the rule as it applies to road trains and other long vehicles.	Technical clarification
128A	Entering blocked crossings. Prevents a driver from entering crossing if crossing or a road beyond the crossing is blocked.	(9th package) Permit driver to enter a crossing even if a road beyond the crossing is blocked, as long as the crossing is not blocked. (10th package) Expressly state that the amended rule applies despite anything to the contrary in other rules that prohibit stopping on crossings.	(9th package) To clarify that drivers are permitted to approach an intersection without traffic lights in order to have proper sight distances along the intersecting road before entering the intersection. (10th package) Clarify amendments in the 9th Package.	Technical clarification
134	Exceptions to keeping to the left of a dividing line. Sets out the exceptions to keeping to the left of a dividing line, to permit overtaking, U-turns or leaving road.	Adds to the exceptions to keeping to the left of a dividing line where there are 2 parallel broken dividing lines. Permit a driver to drive to the right of a dividing line in order to park in angle parking on the opposite side of the road.	Clarify that the Rule is not intended to prevent manoeuvres where parallel broken dividing lines are present. Address an unintentional restriction on permissible manoeuvres in order to park.	Technical clarification
137	Keeping off a dividing strip. Drivers must keep off a dividing strip except as permitted under this rule.	State that a dividing strip with raised pavement sections is considered as a dividing strip at the same level as the road.	Clarify what comprises dividing strips.	Technical clarification
138	Keeping off a painted island. Establishes rules for when it is and is not permissible to drive on or over a painted island.	(9th package) Add explanatory caption to diagrams. (10th package) Permit a driver to drive across a painted island to move from one road type to another (e.g. service road to main road), or to park in angle parking on the opposite side of the road.	(9th package) Explain the diagrams in Schedule 3 that do not have captions. (10th package) Improve clarity regarding situations when it is permissible to drive on or over a painted island.	Technical clarification
147	Moving from one marked lane to another marked lane across a continuous line separating the lane. Prohibits moving across a continuous line into another lane, except under various circumstances.	Permit the special purpose lane to be used normally outside the times when it is used as a special purpose lane.	Cover instances where a special purpose lane (e.g. bicycle lane) is such only during specified times.	Technical clarification
151A	NT currently has no Rule on motor cycle lane filtering. Lane filtering is when a motor bike rider rides at low speeds between stationary or slow moving vehicles travelling in the same direction.	Allow lane filtering when a motor bike rider rides at low speed between stationary or slow moving vehicles, travelling in the same direction. Speed of the motor bike must be 30 km/h or less and the manoeuvre must be safe to perform. Lane filtering is prohibited in school zones.	The Towards Zero Road Safety Action Plan commits to introduce lane filtering. Transport Ministers have asked governments to pursue a national approach to lawful lane filtering. Lane filtering is permitted in QLD, VIC, NSW, TAS, ACT & SA.	Technical clarification
153	Bicycle lanes. Defines a bicycle lane as a marked lane with bicycle lane signs at either end.	Add to definition of bicycle lane as including a road marking comprising a bicycle symbol and the word "lane".	Clarify the definition of a bicycle lane.	Technical clarification

155 155A	Tram lanes. Tram signs created by Standards Australia are black and white signs with a picture of a tram.	Redesign the Tram ONLY sign to better distinguish it from other signs.	The tram ONLY sign may be difficult to distinguish from the Bus LANE and Tram LANE signs.	Technical clarification
163 164 164A	Driving past the rear of a stopped tram at a tram stop. Stopping beside a stopped tram at a tram stop. These Rules deal with driving near trams and following the directions of authorised persons.	(9th package) Clarify a driver must stop if the tram doors on the side of the tram closest to the driver are open. Require a driver of a vehicle to stay stopped if a tram comes from behind a stopped driver and stops. (11th package) Provide Police with the same powers as authorised persons to give directions to drivers to proceed past a stopped tram.	(9th package) Allow for the South Australian engineering of tram stops and to further clarify the rule to enhance safety. (11th package) Address inconsistencies with other rules, which provide NT Police officers with the same powers as authorised persons.	Technical clarification
189	Double parking. Prohibits drivers stopping on a road adjacent to parked vehicles.	Improved explanation of double parking rule and additional examples.	Clarify the rule.	Technical clarification
197	Stopping on a path, dividing strip, nature strip or painted island. Sets out exemptions to the general prohibition on stopping on these areas.	Include traffic island in the list of areas a driver is prohibited from stopping on.	Rectify an omission in the list of places where stopping is prohibited.	Technical clarification
200	Stopping on roads - heavy and long vehicles. Restricts where heavy and long vehicles can stop on roads.	Amend the definition of a heavy vehicle to a vehicle with a GVM of more than 4.5 tonnes.	Definition of 'heavy vehicle' is inconsistent with the definition in the Heavy Vehicle National Law (HVNL) that regulates the use of heavy vehicles on public roads in most jurisdictions (not NT).	Technical clarification
206	Time extension for people with disabilities. Provides for vehicles with disabled driver signs to park for a longer period than the parking sign indicates.	Specify actual period allowed depending on time limit.	Provide consistency in the application of parking time concessions across jurisdictions.	Technical clarification
213	Making a motor vehicle secure. Sets out the requirements for securing a vehicle on a road before it can be left unattended.	Amend number references in rule.	Correct numbering error.	Technical clarification

227	Using portable warning triangles. Requires a driver of a vehicle greater than 12 tonnes to place warning triangles if stopped and vehicle not visible for at least 200m in all directions.	(9th package) Change how warning triangles must be placed, depending on visibility and whether the speed limit is above or below 80km. For speeds >80km triangles must be placed if visibility is <300m. For speeds <80km the current 200m rule still applies. (10th package) Clarifies that for the purposes of this rule, a road will only be considered a divided road where the median strip is formed by a structure and does not include a painted median strip.	(9th package) Improve the safety of all road users by increasing the distance from a broken down vehicle or fallen load that portable warning signs are to be placed. (10th package) Minor clarification to the Rule.	Technical clarification
232	Crossing a road at traffic lights. Requires pedestrian on an intersection with traffic lights but no pedestrian lights, to continue in direction of travel if light changes to yellow or red.	Pedestrians and bicycle riders to continue to the 'far' side of the road rather than returning to the 'nearest' side when the lights change from yellow to red.	Clarify that a pedestrian or bicycle rider is able to walk to the far side of the road (as intended) if the lights change to yellow while the pedestrian is crossing the road, rather than returning to the nearest side of the road.	Technical clarification
238	Pedestrians travelling along a road (except in or on a wheeled recreational device or toy). Restricts the circumstances in which a pedestrians can travel along a road.	Clarify the rule does not apply to a pedestrian in a shared zone (a zone shared by vehicles and pedestrians with a shared zone sign that restricts the speed of vehicles).	Clarify the specific roads the rule applies to.	Technical clarification
245	Riding a bicycle. Requires a bike rider to sit astride the seat.	Permit a bicycle rider to stand on the pedals, which is a safe position to ride a bicycle.	The rule is overly restrictive with no safety benefit.	Technical clarification
246	Carrying people on a bicycle. Prohibits the carriage of more people on a bicycle than the bicycle is designed to carry. (Note - a single-seat bicycle with a child's seat attached is designed to carry 2 people)	Require bicycle passengers to sit in the passenger seat when the bicycle is moving or stationery, but not parked.	Improve the safety of bicycle riders and passengers.	Technical clarification
248	No riding across a road on a crossing. Prohibits bicycle riders from riding across a road on a children's crossing or pedestrian crossing.	Allow bicycle riders to ride across a road on a children's crossing, pedestrian crossing or marked foot crossing while giving way to pedestrians.	Provide a consistent approach and minimum standard across jurisdictions for riding across crossings.	Technical clarification
250	Riding on a footpath or shared path. Prohibits a bicycle rider over age 12 from riding on a footpath if another law of the jurisdiction prohibits it.	Permit bicycle riders over the age of 12 to ride on a footpath if carrying a relevant medical certificate or accompanying a rider with a medical certificate. Note: bicycle riders of all ages may ride a bicycle on footpaths in the Northern Territory.	Provide a consistent approach and minimum standard across jurisdictions regarding riders over age 12 riding on footpaths.	Technical clarification
260 261	Stopping for a red bicycle crossing light. Stopping for a yellow bicycle crossing light. These Rules specify what bicycle riders must do at red and yellow bicycle crossing lights.	Replace with new Rules that make clear the rule applies on roads and intersections; clarifies that a rider who has not already started crossing must not cross when light is red; and that the rider must stop if light is yellow if safe to do so.	Clarify the operation of the bicycle crossing light rules and to ensure consistency throughout the Rules.	Technical clarification

262	Proceeding when bicycle crossing lights change to yellow or red. Prescribes when it is permissible for a bicycle rider to cross at an intersection with bicycle crossing lights and traffic lights.	(11th package) Explicitly permit bicycle rider to obey the green bicycle light. (12th package) Add explicit statement that a bicycle may cross at an intersection, or another place on the road, when the bicycle crossing lights show green, even though the traffic lights show a red or yellow traffic light.	(11th package) Resolve potential confusion for bicycle riders over whether to obey a red/yellow traffic light when faced with a green bicycle light. (12th package) Address drafting error in 11th Package that was intended to clarify that a bicycle rider may cross a road if a green bicycle light is showing, despite a red traffic light also showing.	Technical clarification
264 265 266	Wearing of seat belts by drivers. Wearing of seatbelts by passenger 16 years old or older. Wearing of seatbelts by passengers under 16 years old. These rules set out the seat belt requirements for all vehicle occupants.	Include the term 'approved'; add 'Approved seatbelt' meaning to dictionary.	Clarify that seatbelts must be approved by the applicable authority.	Technical clarification
265	Wearing of seatbelts by passengers 16 years old or older. Broadly requires all passengers 16 years and older to wear seat belts and not share a seat in a motor vehicle that is moving.	Permit bus, taxi and tow truck passengers to hold a child under 1 year old if no approved child restraint is available. Exempt drivers of correctional, juvenile justice and sheriff vehicles from requiring passengers to wear seatbelts under certain circumstances.	Allow for situations where it may be unreasonable to expect seatbelts to be available.	Technical clarification

266	<p>Wearing of seatbelts by passenger under 16 years old. Requires drivers to make sure children are wearing appropriate child restraints or seatbelts.</p>	<p>(9th package) Require children 4 to 6 years to be restrained by a lap and sash type seatbelt in a part of a vehicle primarily designed for goods; prohibit the child from occupying the front row unless there are no options; amend rules for taxis and public minibuses so that children 1 to 6 years must generally wear an approved seatbelt.</p> <p>(10th package) Require booster seats to be used in conjunction with a lap and sash seatbelt or child safety harness. Exempt minibus, taxi or tow truck drivers from ensuring a child under 1 year old from being restrained if no suitable restraint is available, as long as they are seated in the lap of a passenger 16 years or older.</p> <p>(11th package) Allow a person under age 7 to be exempt from the requirement to be restrained in an approved child restraint/booster seat providing a medical certificate states the child would be safer if restrained in a special restraint for that child or the condition. Also permit a child with a medical certificate to sit in the front seat.</p> <p>(12th package) Make consistent reference to both medical conditions and disability with respect to exemptions from wearing seatbelts.</p>	<p>(9th package) Provide for more effective restraints and seatbelts for various age groups, including in taxis and public minibuses.</p> <p>(10th package) Enhance restraint requirements for passengers 4 to 6 years old.</p> <p>(11th and 12th package) Address inconsistencies added in 11th Package, to provide for children with a disability or medical condition to be restrained appropriately if in the opinion of a medical practitioner they should be using a child restraint specifically designed for use by a child with a particular medical condition.</p>	Technical clarification
267	<p>Exemptions from wearing seatbelts. Allows for exemptions to the seatbelt requirement under certain conditions.</p>	<p>(9th package) Minor amendment to specify a 'passenger in or on a motor vehicle' rather than in a motor vehicle.</p> <p>(10th package) Remove children under 7 years old from the current exemption from wearing seatbelts if the vehicle is engaged in door-to-door deliveries and travelling less than 25km/h.</p> <p>(11th package) Expand exemptions to include children with medical conditions or a disability.</p>	<p>(9th package) Minor clarification of meaning.</p> <p>(10th package) Improve safety for passengers under 7 years old.</p> <p>(11th package) Align with other seatbelt rules.</p>	Technical clarification

270	Wearing motor bike helmets. Specifies when a helmet must be worn by a motor bike rider and that it must be approved, which means a protective helmet for motor bike riders that is approved for the Australian Road Rules.	(11th package) Exempt motor bike riders from wearing a helmet when pushing their motor bike, when the engine is not running and if safe to do so. (12th package) Amend the definition of 'approved motor bike helmet' to include reference to Australian and United Nations Standards and to specify it must be in good repair and proper working order. Examples are included to assist in determining what is considered good repair.	(11th package) The rule is overly restrictive with no safety benefit. (12th package) Assist in clarifying whether a helmet that is no longer in new condition is still safe and legal to use.	Technical clarification
271	Riding on motor bikes. Specifies how riders must sit on the bike, by keeping both feet on the footrests and at least one hand on the handlebars.	(10th package) Clarify that keeping both hands on the handlebars applies when the motor bike is moving; allow a motor bike rider to carry out various manoeuvres that may be safely carried out with a foot removed from the footrest and to clarify a rider is permitted to remove both hands from the handlebars when the bike is stationary. (11th and 12th packages) Add requirement to sit astride the bike and keep feet on the footrests, except in defined circumstances when it is safe to stand or remove one foot.	Provide better context to an amendment in the 11th Package to permit a rider to stand when safe to do so, or to remove one foot when seated when safe to do so.	Technical clarification
288 289 313 87	Driving on a path. Driving on a nature strip. Postal vehicle exemptions. These rules set out the circumstances in which a driver is permitted to drive on or across a path or on a nature strip and the exemptions that apply to various types of vehicles.	Exempt postal workers on motor bikes from the prohibition of driving on paths and nature strips, provided they meet certain conditions (speed and engine size).	Improve consistency in the application of exemptions for postal vehicles.	Technical clarification
292 292A	Insecure or overhanging load. Prohibits loads that are not properly secured, cause vehicle instability or projects from the vehicle in an unsafe manner.	Make the performance standards in the Load Restraint Guide legal loading requirements in the ARR.	Avoid ambiguity about legal obligations with respect to appropriate and safe load restraint requirements for vehicles.	Technical clarification
299	Television receivers and visual display units in motor vehicles. Establishes rules for when and how visual display units can be operated in a vehicle. Rule 300 - Use of mobile phones. Establishes rules for when and how mobile phones can be operated by the driver of a vehicle.	Make both rules refer to any type of vehicle.	Improve consistency between the two rules in reference to the type of vehicles the rules apply to. Rule 299 refers to 'motor vehicle' while Rule 300 refers to 'vehicle', which is more inclusive.	Technical clarification

299	Television receivers and visual display units in motor vehicles. Establishes rules for when and how visual display units can be operated in a vehicle.	(9th package) Permit motor bike riders to use visual display unit if it is a driver's aid and the driver is not holding the unit in their hand. (10th package) Permit the driver to use a driver's aid function on a mobile phone, such as a navigational device, as long as it is securely mounted or integral to the vehicle.	(9th package) Allow motor bike riders to use a driver's aid (e.g. GPS). (10th package) Permit the use of driver's aids such as GPS.	Technical clarification
300	Use of mobile phones. Prohibits a driver from using a mobile phone unless the phone is mounted or does not require driver to press any part.	(10th package) Permit the driver to use a mobile phone as a driver's aid, on condition that the phone is secured in a mounting affixed to the vehicle and where use of the phone does not require the driver to touch the phone (i.e.. through car bluetooth). (11th package) Explicitly state that a driver may only make or receive audio calls (i.e. not video calls, text messages, etc.), under the permitted conditions of using a mobile phone in a vehicle.	(10th package) Permit the use of driver's aids such as GPS. (11th package) Clarify the type of phone calls that a driver can make or receive.	Technical clarification
301	Leading an animal while driving a vehicle. Prohibits a person from leading an animal while driving a vehicle or bicycle.	(5th package) Extend prohibition on leading an animal from a vehicle by the driver of a motor vehicle to also apply to passengers in, or on, a motor vehicle. Clarify that the prohibition includes animals tethered to a bicycle. (9th package) Replace heading to clarify that no occupant of the vehicle is permitted to lead an animal. The 5th and 9th package amendments were not adopted in the NT at that time (2011) but are now proposed to be adopted .	(5 package) Reduce safety risks involved in leading an animal from a vehicle. (9th package) Correct misleading heading the ARR.	Technical clarification
310 312	Exemption for road workers etc. Exemption for tow truck drivers. These rules set out the road rule exemptions for road workers and tow truck drivers.	Amend wording to make consequential corrections to references to Parts of the Rules.	Update references in exemptions.	Technical clarification
313B	Exemption for breakdown vehicles. Permits exemptions for breakdown vehicles engaged in repairing a disabled vehicle.	Extend exemption to include assisting a person who has locked their keys in a vehicle.	Extend certain exemptions that apply to breakdown drivers.	Technical clarification

316	When do traffic control devices comply substantially with the Australian Road Rules. Clarifies that variations to the rules still apply if the device is a reasonable likeness.	Add further examples of children's crossing and freeway with parts of the sign missing.	Further clarify that traffic control devices comply despite some parts being missing.	Technical clarification
Schedule 3	Schedule 3 - Other permitted traffic signs. Sets out alternative versions of traffic signs that are permitted.	In the "No recreational devices or toys" sign, before "recreational" insert "wheeled".	Correct ambiguity in signs referring to recreational devices.	Technical clarification
	Dictionary. Defines most terms in the Rules.	Key new and updated definitions <ul style="list-style-type: none"> - Add definition of medical certificate and medical practitioner. - Correct reference in definition of turning lane. - Amend definition of bicycle to include power-assisted pedal cycles as defined under the <i>Motor Vehicle Standards Act 1989 (Cwlth)</i>. - Amend definition of postal worker to include both employees and contractors of Australia Post. - Amend definition of slip lane to exclude a median strip. - Amend definition of turning lane to include lanes for U-turns, allowing drivers to cross a single lane around a painted island to enter a turning lane, including a left, right or U-turn turning lane 	There are new terms and changed references associated with new amendments.	Technical clarification

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