



Sint Eustatius Caribisch Nederland | Dutch Caribbean

Road Traffic Ordinance 2022 | 1949 Geneva & 1968 Vienna Conventions on Road Traffic compliant

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THEORY TEST SERVICE DOCUMENT for Sint Eustatius

All a riding and/or driving theory test candidate on Sint Eustatius will need to know to understand how the theory test really works!

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Introduction

The system

The Theory Test Administration of the Public Entity of Sint Eustatius has chosen the riding and driving theory test application named **DRITTS** - **DriveRight International Theory Testing Systems** - to help improve the knowledge and insight of its riding and driving theory test candidates, while also eliminating any potential for ambiguous situations and subjective approaches.

DRITTS has been developed by Wijnberg Productions in The Netherlands by order of DriveRight International, which is an international road traffic consultancy organization also based in that country. This highly adaptable and user-friendly system provides theory testing staff with easy access to all data, without the need for any expensive third-party IT expertise.

The benefits

Further, digitizing such a system has great advantages. First, it saves enormously on government costs, meaning that what is saved can be deployed elsewhere to the benefit of the general public of Sint Eustatius. Second, this objective approach guarantees a more aware, conscious and responsible holder of a Sint Eustatius driving licence.

We want to make sure that the learner driver has a thorough understanding of the material presented in the test. That is why this government has launched this new and improved driving theory test system.

It will not just test the knowledge of the learner driver, but also their application skills by introducing more interactive questions and tasks. It will be a more comprehensive and effective way to evaluate the driver's understanding and ability to apply the rules of the road.

The consequences

Of course, this brings about changes and challenges in the way a candidate will need to study for this test. We understand too, that these changes have certain consequences and inconveniences, but all is necessary so as not to stray from the ever-present inevitable line of progress.

That is why this document also includes information (see [page 34](#)) about the special driving theory learning and mock test app specifically set up for Sint Eustatius.

It is designed to provide the easiest and most up-to-date information on the road rules, signs, and regulations in Sint Eustatius, and will help the applicants become even more familiar with the roads and regulations so that they can be safe and confident drivers.

We hope that this new and improved set of materials, along with the app, will make the process of obtaining a driver's license in Sint Eustatius easier and smoother for all concerned.

We urge all candidates to take full advantage of the resources available to them and to prepare for their driving theory test with utmost diligence.

The information

This Driving Theory Test Service Document for Sint Eustatius is intended to provide an overview of the government's riding and driving theory test requirements and expectations to ensure that all riders and drivers in Sint Eustatius are safe and knowledgeable about the rules of the road. It outlines the necessary knowledge and skills required to pass the test, as well as what can best be done to prepare for it.

Additionally, we have compiled all the information and resources candidates will need for a successful outcome. It provides information about the various resources available to help them understand and prepare for their test so that they can pass with ease, minimal effort, and minimal costs.

These theory tests are conducted by the Theory Test Administration located at the Test Centres -

- Government Administration Building, Van Tonningenweg 4
- New Challenges Foundation, Rosemary Lane

both in Oranjestad | Sint Eustatius | Telephone (599) 318 3314 | E-mail info@dri-eux.org

The legal basis

The legal basis for these theory tests is to be found in the following documentation -

- the Sint Eustatius Road Traffic Ordinance 2022 (Wegenverkeersverordening Sint Eustatius, dated 27th September 2022), Chapters 1 through 9, covering articles 1 through 137
- Appendix 1, covering 97 Traffic Signs
- Appendix 2, covering 13 Signals given by Authorized Persons, and 3 Traffic Lights
- Appendix 3, showing the Moped Practice Permit + the Motorcycle Permit
- the Explanatory Memorandum

Admittance

A candidate **must** meet the following conditions to be allowed to **apply** for and **take** a theory test -

- she/he must hold a valid proof of identity that can be readily presented
- she/he is a resident of Sint Eustatius and is registered as such in the basic administration of the Civil Registry of Sint Eustatius
- she/he has met the financial obligations required for participating in the theory test
- she/he is at least 18 years old when wanting to sit a theory test for a moped, category AM permit or driving licence
- she/he is at least 18 years old when wanting to sit a theory test for a category A or B driving licence
- she/he is at least 18 years old when wanting to sit an additional theory test E for a category B driving licence
- she/he is at least 21 years old when wanting to sit a theory test for a category C or D driving licence
- she/he is at least 21 years old when wanting to sit an additional theory test E for a category C or D driving licence
- she/he is not currently disqualified from riding and/or driving a motor vehicle
- she/he does not presently hold a suspended driving licence
- she/he is not presently still within the time of an imposed riding and/or driving ban

For whom

Anyone wanting to apply for a driving licence issued by Sint Eustatius will have to either take a driving test for that driving licence category or present an accepted foreign driving licence (see [page 78](#)) for a direct exchange (conversion).

That driving test can only be taken after having passed the theory test for that relevant driving licence category, whereby the following applies –

- a candidate can only apply for a category E after B theory test (BE) when already holding a valid B driving licence issued by Sint Eustatius
- a candidate can only apply for a category C or D theory test when already holding a valid B driving licence issued by Sint Eustatius
- a candidate can only apply for a category E after C (CE) theory test when already holding a valid C driving licence issued by Sint Eustatius
- a candidate can only apply for a category E after D (DE) theory test when already holding a valid D driving licence issued by Sint Eustatius

Acquired by default

Holders of valid category A and/or B driving licences issued by Sint Eustatius acquire the entitlement to ride a moped by default: note that *only* having passed the riding theory test category A or the driving theory test category B, does not suffice!

Definition of a moped: A moped is a two- or three-wheeled motor carriage (read: motor vehicle), not fitted with a closed bodywork, and equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm³ or an electric motor, with a maximum power output of 4 kW, with a maximum attainable speed of 55 km/h.

Future rulings

At this moment, a moped permit and a motorcycle practice permit can be applied for without having first passed the relevant theory test. This is going to change, meaning that –

- a moped practice permit, valid for 12 months and renewable, can only be applied for when already having passed the new moped theory test; the age at which this test can be applied for will be reduced to 16 years
- the current, not categorized, moped permit will be replaced by a new category-AM permit or driving licence, for which also an on-road riding proficiency test will need to be taken
- a motorcycle practice permit, issued once only for 3 months, can only be applied for when already having passed the current motorcycle theory test



Good to know

Theory tests are required to evaluate not only the level of knowledge of the traffic rules but also the level of awareness, insight and that of recognising dangers and hazards. Furthermore, a candidate will be tested on his/her knowledge regarding fuel-efficient and environmentally friendly vehicle behaviour and driving conditions. All this is necessary to participate in the traffic on the public roads of Sint Eustatius responsibly and safely.

This Theory Test Service Document for Sint Eustatius describes –

- the procedures to be followed
- the content of the theory tests


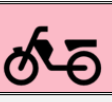
Further, it contains various background documents and information enabling a good understanding of what exactly can be expected of a driving theory test candidate needing to take this driving theory test to be able to set the first step towards applying for a Sint Eustatius driving licence.

 Sint Eustatius Caribisch Nederland Government Administration Building van Tonningenweg 4 Oranjestad Telephone (599) 318 3314 E-mail info@dri-eux.org		 OEFENVERGUNNING PRACTICE PERMIT Categorie A Category A Motorfiets Motorcycle	
Datum afgifte Date of issue			
Gezien: De Chef Basis Politiezorg, St. Eustatius, naam inspecteur Seen by: The Chief of Basic Police Care, St. Eustatius, inspector's name			
Naam van de Gezaghebber Name of the Governor			
Overeenkomstig artikel 110 van de Wegenverkeersverordening verleent de Gezaghebber hierbij vergunning aan In accordance with article 110 of the Road Traffic Ordinance the Governor hereby issues a permit to			
Naam aanvrager Name applicant			
Geboortedatum Date of birth			
Geboorteplaats Place of birth			
Adres Address			
Telefoon nummer Phone number			
E-mail			
om zich te bekwaamt in het besturen van een motorfiets met de volgende kenmerken for becoming proficient in riding a motorcycle with the following characteristics: bouwjaar year built 2 fabrikant make 3 model 4 kenteken number plate 5 kleur colour 6 VIN-nr			
1	2	3	4
5	6		
onder voorwaarde dat – • deze vergunning op eerste vordering van de politie ter inzage wordt afgegeven • deze vergunning behoudens eerdere intrekking zijn geldigheid verliest drie maanden na datum afgifte • zij uitsluitend gebruik maakt van de motorfiets waarvoor deze vergunning is afgegeven • zij/hij geen duopassagiers voert • zij/hij tussen 06:30 en 08:30 uur, 12:00 en 13:30 uur, 16:00 en 18:00 uur en 's nachts niet op de openbare weg rijdt		on condition that: • this permit is presented for inspection at the first summons by the police • this permit loses its validity three months after the date of issue, unless previously revoked • she/he only uses the motorcycle for which this permit was issued • she/he must not carry pillion passengers • she/he must not ride on public roads between 06:30 and 08:30 hours, 12:00 and 13:30 hours, 16:00 and 18:00 hours and at night	

← On the left, you see a specimen of the current Sint Eustatius motorcycle practice permit.

A motorcycle is a motor carriage (read: motor vehicle) on two wheels with a cylinder capacity over 50 cm³, with or without a sidecar.

You **must not** practice riding when carrying a pillion passenger; you **must not** ride on public roads between 06:30 and 08:30 hours, 12:00 and 13:30 hours, 16:00 and 18:00 hours and at night. The motorcycle **must not** be used as a means of transportation.

 Sint Eustatius Caribisch Nederland Government Administration Building van Tonningenweg 4 Oranjestad Telephone (599) 318 3314 E-mail info@dri-eux.org		 VERGUNNING PERMIT Categorie AM Category AM Bromfiets Moped	
Datum afgifte Date of issue			
Gezien: De Chef Basis Politiezorg, St. Eustatius, naam inspecteur Seen by: The Chief of Basic Police Care, St. Eustatius, inspector's name			
Naam van de Gezaghebber Name of the Governor			
Overeenkomstig artikel 96, sub 2a van de Wegenverkeersverordening verleent de Gezaghebber hierbij vergunning aan In accordance with article 96, sub 2a of the Road Traffic Ordinance the Governor hereby issues a permit to			
Naam aanvrager Name applicant			
Geboortedatum Date of birth			
Geboorteplaats Place of birth			
Adres Address			
Telefoon nummer Phone number			
E-mail			
om met een bromfiets op de openbare wegen van Sint Eustatius te mogen rijden onder de hieronder gestelde voorwaarden permitting the holder to ride with a moped on the public roads of Sint Eustatius under the below mentioned conditions			
Vergunning betreft uitsluitend een bromfiets – een motorrijtuig op twee of drie wielen, dat niet is voorzien van een gesloten carrosserie en dat is uitgerust met een verbrandingsmotor met een cilinderinhoud van ten hoogste 50 cm ³ of een elektromotor, met een vermogen van ten hoogste 4 kW, met een maximumsnelheid van 55 km/u onder voorwaarde dat: <ul style="list-style-type: none"> • deze vergunning op eerste vordering van de politie ter inzage wordt afgegeven • deze vergunning behoudens eerdere intrekking zijn geldigheid verliest twaalf maanden na datum afgifte 		This permit is strictly issued for a moped – a two- or three-wheeled motor vehicle, which is not fitted with a closed bodywork, and which is equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm ³ or an electric motor, with a power output not over 4 KW, limiting the attainable speed to 55 km/h under conditions that - <ul style="list-style-type: none"> • this permit is presented for inspection at the first summons by the police • this permit loses its validity twelve months after the date of issue, unless previously revoked 	

← This is an example of the current moped permit, issued for 12 months at a time.

Therefore, unlike the motorcycle practice permit, it is renewable if necessary. Also, there are no pillion passenger, time, or day/night/use restrictions.

Should you already hold a valid Sint Eustatius category A or B driving licence then you will not need this permit anymore.

Chapter 1 The theory test setup

Personal details

Theory tests are applied and paid for at the Public Service Center in Oranjestad; here the candidate pays an **all-in-one-fee** giving the applicant the right to take **two** theory tests and **two** driving tests, at the most, and strictly within *six* months after taking the *first* theory test.

At a **later** date, each theory test and each driving test will have to be paid for separately, though.

The riding and/or driving theory tests can be taken in either the English or Dutch language and are divided into three types

Type 1
Individual 30-
minute

Type 2
Individual 45-
minute

Type 3
Individually
accompanied
60-minute

Type 1 - The Individual 30-minute test is the standard test, that a candidate takes alone sitting behind her/his workstation with a (touch-screen) monitor

Type 2 - The Individual 45-minute test is the same as the standard test but with extra time. This test is for those needing more time to read & understand the questions & answers; it also be taken by candidates with –

- i. ADHD (attention deficit disorder with hyperactivity)
- ii. ADD (Inattentive and concentration problems)
- iii. ASD (Autism spectrum disorder)
- iv. Dyslexia or low literacy
- v. Reading blindness
- vi. Computer phobia
- vii. Another (confirmed) mental or physical disability

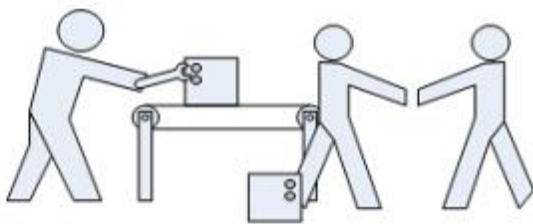
When making a reservation for such a theory test and, upon submitting the required medical documentation, the fee equals what is due for a standard time theory test.

Type 3 - The Individually accompanied 60-minute test is the longest, that a candidate takes sitting behind her/his workstation with a (touch-screen) accompanied by a reader-speaker.

This test is for those not having sufficient command of English or Dutch, who will be assisted by a foreign-language speaker, who will translate and read the questions and answers aloud in the chosen language; this person must not be connected to the driving school branch - neither privately nor publicly - in any way whatsoever.

This 60-minute test can also be taken without a translator, whereby the questions and answers are read aloud by an appointed theory test examiner or supervisor.

Upon the candidate's request, this reader-speaker is also empowered to phrase the questions and answers slightly differently than seen on the monitor to enable and ensure that all is properly understood: strictly verbal *assistance* only, though!



Candidate sits a 60-minute theory test at the personal workstation with one monitor, individually accompanied by a reader-speaker or interpreter/translator + a theory test center examiner or supervisor

← Note that these individually accompanied theory tests are always accompanied by –

- an appointed theory test examiner
- or a theory test supervisor

who will manually perform the actions, necessary for answering the questions on the screen, in person.

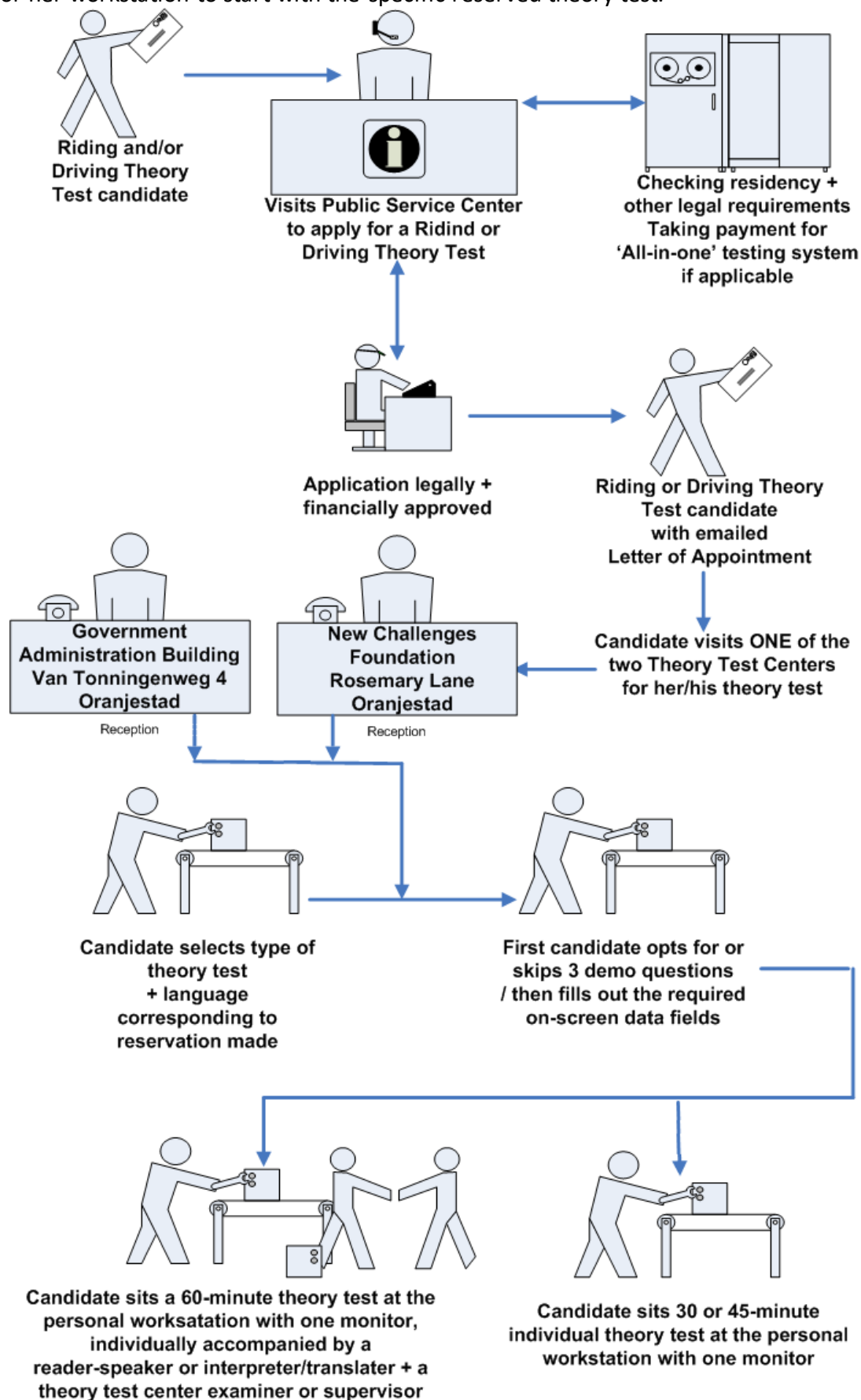
Also, the extra time theory tests are no different from the standard time theory tests in terms of layout and content, only the period within which all questions must be answered is extended.

Further administrative and legal points to consider –

- a candidate can only reserve **one slot** for a theory test for a specific driving licence category
- a theory test **pass** is valid for **twelve** months, from the day on which that theory test was taken
- a candidate that has already **passed** a theory test for a specific driving licence category, **cannot** again reserve a slot for that same type of theory test
- a candidate that already **holds a valid Sint Eustatius driving licence** for a specific category, **cannot** reserve a slot for that same type of theory test
- a candidate is allowed to apply for different theory test categories at the same time, for example, a theory test for the motorcycle and a theory test for the car

Flow chart set-up

The flowchart below shows the various steps a theory test candidate must complete before sitting down behind his or her workstation to start with the specific reserved theory test.



Specimen Letter of Appointment

Below you see a specimen of the **Letter of Appointment (LoA)** which is emailed as a PDF attachment to the candidate after making such a reservation. This should be kept and shown when taking this test.



Sint Eustatius Theory Test Center
New Challenges Foundation
Rosemary Lane
Government Administration Building
Van Tonningenweg 4
Oranjestad
St. Eustatius

Phone: (599) 3183314 / 3182552
E-mail: kabgezag@statiagov.com

Date:
Subject: your theory test reservation

Dear theory test candidate,

We hereby confirm your reservation for your theory test at our Theory Test Center with the following details:

- date :
- time :
- location :
- workstation # :
- language :
- category :
- type :

Important to know

- bring this confirmation with you, which you sign and date in the presence of the theory test center desk employee
- report 15 minutes in advance to the theory test center desk employee
- if you arrive too late then this test cannot take place and a new booking with accompanying payment must be made
- you must bring valid proof of identity along with you
- you store your personal belongings, such as a watch and mobile phone, at the center in the locker provided free of charge
- only your ID may be taken to your theory test assigned workstation table
- by booking this theory test, you agree to our General Terms and Conditions for Theory and Driving Tests

Good to know

- you take your computerized pictorial test in the language of your choice (English or Dutch), or orally, possibly in another language and in the chosen time 30 or 45 minutes, alternatively 60 minutes accompanied by an interpreter, a translator or a reader-speaker
- your test consists of thirty questions, namely ten general questions, ten traffic situations, and ten traffic signs/road markings
- for each question you can score one point, you need at least twenty-five points to pass

Study advice - Do not underestimate the test. Prepare yourself well. Consult your driving school/driving instructor for this and let him or her guide you through the process and questions to be expected so that you are well prepared for this test with a real chance of a first-time pass!

Any questions? Then, please contact us or your driving school/driving instructor if you have any questions. Also, when for whatever reason not being able to make this appointment. We can then see if it can be rescheduled at no or at limited additional costs!










Good luck now! Kind regards, The Test Center Administration.

DECLARATION - The undersigned has taken note of and agrees to our General Conditions for Taking Theory and Driving Tests

Name	first name in FULL - other initials ONLY - family name(s)			
Date	day	month	year	Signature

We process all your data in accordance with our Privacy Statement

Driving licences and legally required minimum ages explained in a chart

Vehicle type	Description or Category	Description of entitlement	Minimum age		
			Theory	Practice	Licence
	Cycle E-bike Power-assisted cycle Snorfiets	No licence required Power assistance limited to 30 km/h Snorfiets = a low-powered moped, on Sint Eustatius with a maximum permitted speed of 30 km/h	•	•	•
	Disabled persons vehicle	No licence required Disabled persons' vehicles with/without an engine max. speed 30 km/h max. width 1.20 m	•	•	•
	AM	Moped: a 2 or 3-wheel motor vehicle no closed bodywork internal combustion engine max. 50 cc power output electric motor max. 4 kW max. speed 55 km/h	18	18	18
	A	Motor vehicle on 2 wheels engine over 50 cc with or without sidecar	18	18	18
	B	4-wheel motor vehicle self-propelled machinery passenger car small commercial van MAM not over 3500 kg not equipped to carry more than 8 persons excluding the driver  Trailer pulling without driving licence E = MAM trailer not over 750 kg	18	18	18
	C	Lorries trucks self-propelled machinery MAM over 3500 kg not equipped to carry more than 8 persons excluding the driver MAM trailer not over 750 kg	21	21	21
	D	Bus self-propelled machinery equipped to carry more than 8 persons excluding the driver MAM trailer not over 750 kg	21	21	21
	E	Trailer required when MAM is over 750 kg combined driving licence entitlements are BE CE DE	21	21	21

Technical details

These tests are *computerised* and *pictorial*: most questions will have an accompanying image; where there is no applicable image the image box will either not appear or be left empty.

When answering the theory test questions you have to assume that:

- you are the rider or driver of the vehicle shown in the image marked '*Student*' or '*DRITTS*'
- where the image only shows *one* vehicle, then that is the vehicle that you are riding or driving
- all the other road users are adhering to the traffic rules: like the maximum speed limit, not entering a road which is closed for them etcetera
- the road conditions and weather conditions are normal, except if the image or test question indicates otherwise

Further, an image accompanying a question is complete. In other words: what you do **not** see in that image, simply is just **not** there; so there should be no '*if's*' and/or '*but's*'!

Also, all strictly only relate to situations on Sint Eustatius; so not on neighbouring islands, in other countries, or anywhere else.

Each driving theory test consists of answering 30 questions on your workstation (computer) with a (touch-screen) monitor, mouse, and keyboard).

The three parts

These 30 questions are divided into the following **3 Parts** of **10 questions** each:

PART 1: General traffic questions about insight and knowledge

PART 2: Traffic situations about giving the right of way (priority)

PART 3: Traffic signs and road markings

The question types

These questions can be one of the following **seven** types:

1. a **multiple-choice** question with 2 or more answers, of which only **one** answer is the most complete and/or correct
2. a **multiple-response** question with **several** answers, of which **more** than **one** answer **can (!)** be correct: here, **all** the **correct** answers must be marked
3. a **multiple-choice hazard perception** question with 3 standard answers: a) brake; b) release the accelerator; c) nothing, of which only **one** answer is correct
4. a **yes** or **no** question: a question that you must answer with either a **YES** or a **NO**
5. an **open** question, that you must answer by entering **numbers**, like **15, 30, 40** and so forth
6. an **open** question, that you must answer by entering **one shown number only**, like **1** or **2** or **3** and so forth
7. an **open** question, that you must answer by entering the **shown numbers** in a certain **specific sequence**, like **123, 231, 1234, 2341, 34512** and so forth

The time frames

Depending on the type of test that you have booked, the total time for answering all these questions is:

- **30 minutes** for the **individual** test with **standard time**
- **45 minutes** for the **individual** test with **extended time**
- **60 minutes** for the **individually accompanied** test with extended time

Before the test

Before the commencement of a theory test, the candidate can choose to run through **3 demo questions** to become familiar with the system and see exactly how it all works.

On the screen that immediately follows a candidate must enter their unique ID-Number and e-mail address.

Immediately after completion of this, the driving theory test will start.

During the test

Note that there is **no** time limit per question. This means that a candidate should not spend too much time on a question that is not clear, as a candidate then runs the risk of running out of time to complete the whole test!

The **pass mark** for both types of tests is **25** out of 30.

Each question will appear on the monitor one by one. After answering the **forward arrow** > must be clicked to go to the very next question.

Questions that a candidate is not (too) sure about or for which the answer is not immediately clear or known, can be **marked**.

If, after having answered all the questions, the candidate still has sufficient time left over, these marked questions can be **retrieved** so that these questions can still get answered and/or corrected.

Note though, that any unmarked questions cannot be retrieved; this means that any unanswered and/or unmarked questions will always be wrong and show up as incorrectly answered questions!

After the test

After having completed the theory test **or** after the time limit is up, the candidate will see a new screen informing that this theory test has now ended.

That screen is immediately followed by a new screen on which a candidate can see any **incorrect** or **unanswered** questions.

Note that here, only -

- the questions
- the possible answers
- the (incorrect) answer given, if applicable

are shown.

The theory test result will be displayed on-screen right away.



Here, the candidate will see his/her test result, the overall score, and the score per part in which there were any incorrect or unanswered questions.

This result will be e-mailed to the candidate at his/her known e-mail address and can also be printed upon request. Therefore, the address and e-mail information that TEATT has must be up to date!

This result is also stored in the DRITTS database; the candidate can request to have this e-mail result sheet resent if necessary.

Chapter 2 The theory test contents

About the topics of the theory test

Each part of the theory test covers several topics. The topics have been drawn up based on the legal requirements as described in the Road Traffic Ordinance (RTO) for Sint Eustatius, dated September 22nd, 2022.

Artikel 98 of this Ordinance states that a candidate must submit a certificate, issued by or on behalf of the head of the authority appointed by the Executive Council, attesting the competence and ability to act as a rider and/or driver of a motor vehicle of the nature for which she or he requires a driving licence.

The requirements of competence to be met are determined and established by or on behalf of this Executive Council. Therefore, this entity stipulates the level of theoretical knowledge required for all the riding and driving theory tests for all the different driving license categories, which is to be derived from the current operational RTO.

This means that a candidate must demonstrate thorough knowledge and insight of the RTO's -

- i. Articles 1 through 137
- ii. Appendix 1, covering 97 Traffic Signs
- iii. Appendix 2, covering 13 Signals given by Authorized Persons
- iv. Appendix 3, showing 1 Practice Permit illustration
- v. Explanatory Memorandum

Good to know

All questions and answers (Q&A) have been approved by the Sint Eustatius' theory test administration. A DriveRight International independent division, *The Dutch Caribbean Road Traffic Safety Council*, only plays an advisory role herein: they recommend, that the Sint Eustatius' theory test administration approves, and only then does a Q&A become an official Sint Eustatius riding and/or driving theory test question.

Additional requirements

Because governments worldwide do not consider that just knowing the regulations and the rules, laid down by the road traffic law, is sufficient for conscious, responsible, and safe participation in the ever-changing and dynamic traffic scene on public roads in this modern day and age, this test will over time also include questions relating to the following eight topics (topics):

- 1) GENERAL TRAFFIC LEGISLATION
- 2) BEHAVIOUR AT THE SCENE OF ACCIDENTS/BREAKDOWNS EN-ROUTE
- 3) ENVIRONMENTALLY FRIENDLY & FUEL-EFFICIENT DRIVING
- 4) HAZARDS RELATED TO THE CONDITION OF THE DRIVER
- 5) HAZARDS RELATED TO THE CHARACTERISTICS AND CONDITION OF THE DRIVER'S VEHICLE
- 6) HAZARDS RELATED TO THE PRESENCE & BEHAVIOUR OF OTHER ROAD USERS
- 7) HAZARDS RELATED TO ROAD CONDITIONS, VISIBILITY & WEATHER CIRCUMSTANCES
- 8) VEHICLE EQUIPMENT, DESIGN, LOADING/TOWING OF VEHICLES

Also, these Questions & Answers are prepared in consultancy with DriveRight International upon the advice of The Dutch Caribbean Road Traffic Safety Council. To enable a driving theory test candidate to know what can be questioned in future regarding these eight topics (topics), this *Driving Theory Test Document* includes references to tools for acquiring what has to be known and understood.



Progressively this Sint Eustatius test will find that Questions & Answers in its present three parts will randomly be replaced by Questions & Answers on other topics.

BE SAFE. DRIVE SMART.



Give Trucks Space.
Trucks need more space to stop or turn. Whether you're in front, beside, or behind a truck, leave plenty of room.



Pass Carefully.
Only pass if it's legal and safe. Don't take unnecessary risks. On two-lane roads, never pass when the solid yellow line is on your side of the lane.



Drive Now. Text Later.
One in four crashes in Texas involves driver distraction. Give driving your full attention.



Drive to Conditions.
Unsafe speed is the leading cause of crashes on Texas highways. Adjust your speed to allow for heavy traffic, bad weather, and construction.

Also, over time, more questions will be added to each part of the test, meaning that a test will then have more questions per part with a different required minimum score for passing.



Additional topics explained

To get a good idea of what can be expected from a candidate, she/he can find more information about what each of these topics covers.

General traffic legislation

- i. general regulations and miscellaneous legal requirements;
- ii. regulations regarding administrative documents related to the use of the vehicle;
- iii. required documents when riding and/or driving with a vehicle on public roads.

Behaviour at the scene of accidents/breakdowns en-route

- i. general rules for the line of conduct to be followed by the rider/driver in the event of an accident or incident (placing the warning triangle, securing the accident area, warning others, etc.);
- ii. understanding which measures are best taken and how to take them;
- iii. knowledge of the 'PAMAN' procedures at the scene of an accident;
- iv. understanding to which position a casualty should possibly be moved and when a casualty should not be moved, and how to execute the 'RAUTEK' (fireman's) grip;
- v. understanding the different types of injuries and how (not) to treat them;
- vi. knowledge of measures that she/he, if appropriate, can undertake to assist casualties of road traffic accidents.

Environmentally friendly & fuel-efficient driving

- i. rules for the environmentally friendly use of the vehicle (only use the horn if necessary, moderate fuel use, gradual acceleration, no harsh braking, limitation of exhaust gases, etc.);
- ii. understanding how to ride/drive most efficiently and how to save on fuel;
- iii. environmental aspects concerning the use of the vehicle.

Hazards related to the condition of the driver

- i. the importance of attentiveness, alertness, and attitude towards fellow road users;
- ii. observation, assessment, and response, in particular, the response time;
- iii. behavioural changes of the driver as a result of alcohol, drugs and medicines, state of mind and fatigue.

Hazards related to the characteristics and condition of the driver's vehicle

- i. the most important guidelines for the response time, braking distance, (overall) stopping distance and the handling of the vehicle in various road and weather conditions;
- ii. restrictions to the range and zone of vision of the driver of a vehicle concerning a fellow road user caused by the characteristics of the vehicle;
- iii. risks in connection with participation in traffic;
- iv. risks when driving various types of vehicles (unfamiliarity), also in connection with the varying range and zone of vision for the driver of these vehicles.

Hazards related to the presence & behaviour of other road users

- i. the importance of attentiveness and attitude towards fellow road users;
- ii. the importance of demonstrating social behaviour and curbing any aggressiveness;
- iii. understanding the need for not becoming aggrieved, but offering understanding, being patient and supportive towards all others on the road;
- iv. knowledge of specific risks related to the inexperience of fellow road users and participation in the traffic of the most vulnerable categories, such as children, pedestrians, cyclists, drivers of disabled persons' vehicles, drivers of slow-moving vehicles and persons with mobility and/or sight impediments.

Hazards related to road conditions, visibility & weather circumstances

- i. traffic hazards and risks related to road conditions, in particular, an unexpected change of these as a result of the weather conditions and the time of day or night;
- ii. hazards related to a change of the road surface during and after road works;
- iii. hazards present at the scene of road works, like people at work, construction machinery on the carriageway, loose and stray objects, and tools etc.;
- iv. the features of the different types of roads and an understanding of the specific applicable legal regulations.

Vehicle equipment, design, loading/towing of vehicles

- i. precautionary measures before getting into or stepping onto the vehicle;
- ii. precautionary measures when wanting to get out of/or step off from the vehicle;
- iii. precautionary measures when leaving the vehicle;
- iv. safety requirements concerning the vehicle, its load, and passengers;
- v. the ability to recognize the most common defects, in particular, related to the steering, wheel suspension, brakes, tyres, lighting and direction indicators, reflectors, rear-view mirrors, windscreen and windscreen wipers, exhaust system, safety belts and horn;
- vi. the ability to recognize the most common defects related to door and/or wing mirrors, and handlebar mirrors;
- vii. the ability to identify the vehicles' fluids and explain and/or demonstrate how to check their levels and top up if necessary;
- viii. the ability to explain tyre tread depths, to explain and show where to find the recommended tyre pressures and explain and/or demonstrate how tyres can be inflated;
- ix. vehicles' safety requirements, in particular, the use of safety belts, headrests and safety features for children.

On page 28 you can see all the sources for this information as follows: Official publications, Deep River Developments Dutch Caribbean Theory Test Sint Eustatius' App Parts & Topics, and Third-Party Documentations & Publications, which includes all the necessary links.

The Sint Eustatius' theory test administration will always inform the driving schools and driving instructors on Sint Eustatius by e-mail and by a message on their notice board about adding these additional topics to its driving theory test, three months in advance giving all plenty of time to adequately prepare their candidates.

Chapter 3 The types of knowledge

Knowledge and Knowledge + (Insight)

Additionally, each theory test subject in any given part is related to a certain level of standard knowledge or knowledge +, which is also referred to as insight, as follows:

- a) **standard knowledge (= K):** Here the candidate mentions or recognizes a fact or rule, for example:

What does this sign mean?

- b) **additional knowledge (= K+ or insight):** this is more than standard knowledge. Here the candidate is required to make a correct decision in a (traffic) situation and shows that he or she understands how the rule works, for example:

What is the correct sequence of priority (the right of way) here?

Note that the driving theory test questions that relate to the recognition of dangers, which are the *hazard perception* questions, are all based on the above-mentioned level b, so K+.

Also, a question of the above-mentioned level b can be questioned in both levels b and a. The idea behind this is that for the higher level of questioning (b), also knowledge of the lower level (a) must be present and demonstrated.

Chapter 4 The different topics

As you have previously seen, each driving theory test consists of 3 Parts: Part 1: General traffic questions about insight and knowledge, Part 2: Traffic situations about giving the right of way (priority), and Part 3: Traffic signs and road markings.

Each part has questions on certain topics, which we also relate to as *topics*. A certain subject can be questioned in one or more parts and either has a level of K or a K+ question.

On the next page, you will see a complete listing of all the topics that a question can refer to; do not be alarmed by the number of topics, because it seems more than it is because we have mentioned all the possibilities.

For example, 'Giving the right of way' (starting at # 10), which you could consider as just *one* subject has been broken down by us into *ten* topics which are mentioned in # 10 through # 19.

This has been done on purpose to afford the driving theory test candidate of Sint Eustatius more in-depth information about what actually can be questioned and therefore should be studied and well understood to be able to answer the questions concerned correctly.

Topics covered in the three Parts of the theory test in alphabetical order

The questions asked in the 3 Parts of the theory test cover the following 49 topics:

1. Behaviour at the scene of accidents/breakdowns en-route
2. Directional & warning fences
3. Environmentally friendly & fuel-efficient driving
4. Filter traffic lights
5. Full traffic lights
6. General traffic legislation
7. Giving signs with an arm/directional indicator
8. Giving audible warning signals: sounding the horn
9. Giving visual warning signals: flashing the main beam headlights ('brights')
10. Giving the right of way during exceptional manoeuvres: getting in/out of a vehicle, stepping on/off a vehicle, pulling away/over, standing still (stopping), parking, reversing, making U-turns, changing lanes, joining/leaving the through carriageway, emerging from an exit, entering an entrance, behaviour at entrance/exit constructions
11. Giving the right of way at crossings & intersections (perpendicular priority at junctions)
12. Giving the right of way when turning off (parallel priority)
13. Giving the right of way at exits
14. Giving the right of way to persons with a mobility impediment (being disabled)
15. Giving the right of way to persons with a visual impediment (being poor-sighted/blind)
16. Giving the right of way to pedestrians
17. Giving the right of way to emergency vehicles
18. Giving the right of way to funeral processions
19. Giving the right of way to military convoys
20. Hazards related to the condition of the driver
21. Hazards related to the characteristics and condition of the driver's vehicle
22. Hazards related to the presence & behaviour of other road-users
23. Hazards related to road conditions, visibility & weather circumstances
24. Overtaking
25. Performing exceptional manoeuvres: getting in/out of a vehicle, stepping on/off a vehicle, pulling away/over, standing still (stopping), parking, reversing, making U-turns, changing lanes, joining/leaving the through carriageway, emerging from an exit, entering an entrance, behaviour at entrance/exit constructions
26. Regulations regarding driving entitlements/licences
27. Road markings: horizontally (shark's teeth/stop lines) and/or vertically (centre/edge broken/solid lines) placed
28. Road placement & positioning
29. Signals (indications) given by authorized persons: the police, traffic marshalls, traffic wardens
30. Signals (indications) given by authorized persons: the customs (douane) & Koninklijke Marechaussee
31. Signals (indications) given by other authorized persons
32. Speed
33. Standing still (stopping) & parking
34. Technical aspects, maintenance & inspection of vehicles
35. Traffic signs showing minimum speed limits
36. Traffic signs showing maximum speed limits
37. Traffic signs regulating priority (the right of way)
38. Traffic signs regulating the traffic flow
39. Traffic signs prohibiting from entering or from doing something
40. Traffic signs giving positive instructions (orders)
41. Traffic signs regulating standing still (stopping) & parking
42. Traffic signs giving warnings
43. Traffic signs giving information
44. Traffic pillars (bollards)
45. Traffic lights
46. Use of seat belts/helmets & the seating of passengers
47. Using the vehicle's hazard warning lights
48. Using vehicle's lighting: sidelights, parking lights, rear lights, dipped beam headlights, main beam headlights ('brights')
49. Vehicle equipment, design, loading/towing of vehicles

These 49 topics are questioned in one or more of the 3 Parts as shown below.

Part 1 covers the following 20 topics

- General traffic legislation
- Regulations regarding driving entitlements/licences
- Vehicle equipment, design, loading/towing of vehicles
- Technical aspects, maintenance & inspection of vehicles
- Use of seat belts/helmets & the seating of passengers
- Environmentally friendly & fuel-efficient driving
- Hazards related to the condition of the driver
- Hazards related to the characteristics and condition of the driver's vehicle
- Hazards related to the presence & behaviour of other road-users
- Hazards related to road conditions, visibility & weather circumstances
- Behaviour at the scene of accidents/breakdowns en-route
- Road placement & positioning
- Speed
- Overtaking
- Standing still (stopping) & parking
- Giving signs with an arm/directional indicator
- Giving audible warning signals: sounding the horn
- Giving visual warning signals: flashing the main beam headlights ('brights')
- Using the vehicle's hazard warning lights
- Using vehicle's lighting: sidelights, parking lights, rear lights, dipped beam headlights, main beam headlights ('brights')

Note that a subject can be questioned in more than one part of this test and also in a different answer format.

For example, a question about speeds can appear in part 1 (General traffic questions about insight and knowledge) as a multiple-choice question, and then again in part 3 (Traffic signs and road markings) as an open question.

Any subject can be questioned as:

- a standard knowledge question
- a knowledge + (insight) question

On page 23 you will see which topics (topics) are covered in -

- Part 2
- Part 3

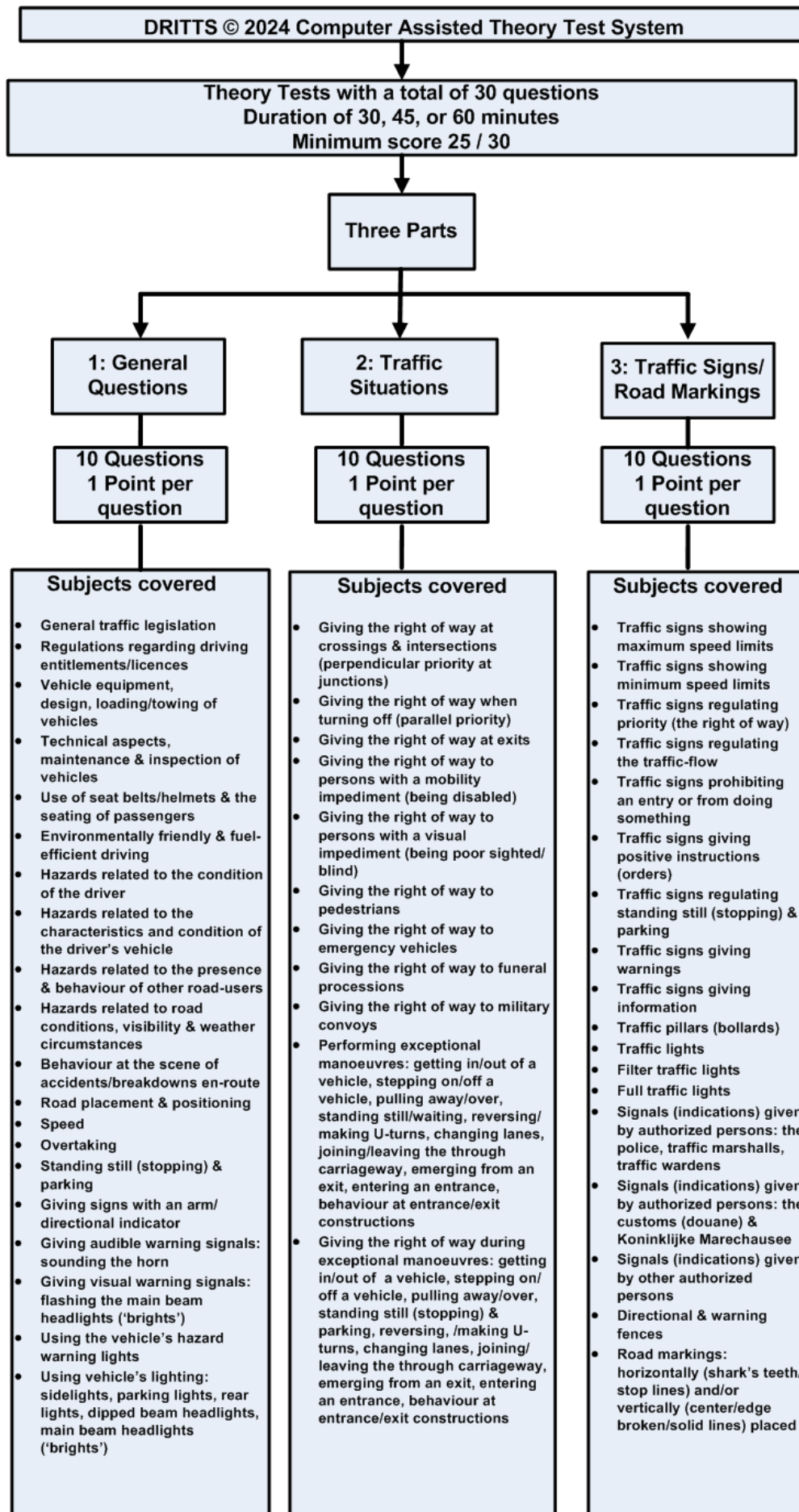
On page 24 the flowchart shows how this all falls into place during a test.

Part 2 covers the following 11 topics

- Giving the right of way at crossings & intersections (perpendicular priority at junctions)
- Giving the right of way when turning off (parallel priority)
- Giving the right of way at exits
- Giving the right of way to persons with a mobility impediment (being disabled)
- Giving the right of way to persons with a visual impediment (being poor-sighted/blind)
- Giving the right of way to pedestrians
- Giving the right of way to emergency vehicles
- Giving the right of way to funeral processions
- Giving the right of way to military convoys
- Performing exceptional manoeuvres: getting in/out of a vehicle, stepping on/off a vehicle, pulling away/over, standing still (stopping), parking, reversing, making U-turns, changing lanes, joining/leaving the through carriageway, emerging from an exit, entering an entrance, behaviour at entrance/exit constructions
- Giving the right of way during exceptional manoeuvres: getting in/out of a vehicle, stepping on/off a vehicle, pulling away/over, standing still (stopping), parking, reversing, making U-turns, changing lanes, joining/leaving the through carriageway, emerging from an exit, entering an entrance, behaviour at entrance/exit constructions

Part 3 covers the following 18 topics

- Traffic signs showing maximum speed limits
- Traffic signs showing minimum speed limits
- Traffic signs regulating priority (the right of way)
- Traffic signs regulating the traffic flow
- Traffic signs prohibiting: an entry or from doing something
- Traffic signs giving positive instructions (orders)
- Traffic signs regulating standing still (stopping) & parking
- Traffic signs giving warnings
- Traffic signs giving information
- Traffic pillars (bollards)
- Traffic lights
- Filter traffic lights
- Full traffic lights
- Signals (indications) given by authorized persons: the police, traffic marshalls, traffic wardens
- Signals (indications) given by authorized persons: the customs (douane) & Koninklijke Marechaussee
- Signals (indications) given by other authorized persons
- Directional & warning fences
- Road markings: horizontally (shark's teeth/stop lines) and/or vertically (centre/edge broken/solid lines) placed



Chapter 5 Glossary of English definitions used

The theory test refers to certain words of which it is going to be to your benefit when understanding what they exactly mean. Listed below you will find all these that are used in this test that a candidate should know.

B

bicycle: (also referred to as a cycle) a vehicle intended to be propelled by physical force, except those vehicles which are clearly to be regarded as children's toys, including, amongst others, power-assisted bicycles with a maximum attainable speed of 30 km/h

block markings: white or yellow painted squares on the road surface to indicate that a certain carriageway may be entered or that it is possible to merge in or out; riders and drivers to the right of these may overtake other vehicles, which are immediately to the left of these, on their right

blue solid line: a line to indicate a parking zone that is designated by the competent authority in which parking conditions apply

boundary line: the edge line of a cycle lane, a carriageway, and a hatched area

built-up area: the area within the legal administrative limit of a certain town or city; this area generally has, but it is not a strict condition, mainly a residential or workspace function due to contiguous buildings in which people actually reside or work

bus: a motor vehicle designed to carry more than eight persons, excluding its driver

C

carriageway: that part of the road, except for cycle paths, which is open to and destined for all vehicular traffic

center lines: broken or solid lines or strips painted on a carriageway dividing the carriageway lengthwise into two or more carriageway sections of equal or almost equal width

competent authority: the Governor of the Public Entity of Sint Eustatius, unless otherwise provided for in this Ordinance

cycle lane: a vertically outlined area of the carriageway separated from it by a broken or solid boundary line intended for cyclists on which a white symbol of a pedal cycle is generally displayed

cycle path: a separate path intended for cyclists

D

damaged vehicle: a vehicle that is no longer of sound roadworthy construction or has inoperable legal requirements as a result of damage

day (time): the period between sunrise and sunset

dipped beam: a headlight that illuminates the road ahead without dazzling or obstructing other road users

directional arrows: white arrows on the carriageway placed in a so-called filter lane, indicating the mandatory direction of travel to the rider and driver

disabled persons' vehicle: a vehicle not over 1.20 meters in width, designed for the transport of a disabled person, either or not equipped with a motor limiting the speed limit to 30 km/h

D continued

driver: any road user, other than a pedestrian; the person driving the motor vehicle or the person with that legal status under whose immediate supervision the actual driver is operating the vehicle

E

entrance: access to a building or enclosed yard

entrance/exit construction: constructions, recognisable by the continuous raised section (paving stones on the pavement) and drop kerbs (the edges between the pavement and the carriageways) to either side of the raised section; those emerging from an exit or entering an entrance must give the right of way to all road users approaching from the right, left and ahead

exit: exit from a building or enclosed yard

exit lane: a section of road separated from the through carriageway by a broken block marking and intended for drivers leaving the through carriageway

F

footpath: a section of road separated from the carriageway, whether raised or not, intended exclusively for pedestrians, unless otherwise provided for in this Road Traffic Ordinance

G

giving the right of way: enabling the drivers concerned to be able to continue without hindrance

H

hatched area: white or yellow diagonal road markings to channel traffic to another part of the carriageway; also used to give advance information of an extra lane or warn of the end of a lane
Further, they can cover the vehicle's rear, where traffic turning needs protection

hatch markings: markings defining a dangerous area where it is necessary to separate the streams of traffic completely, such as a sharp bend or hump, or where traffic turning needs protection. part of the carriageway on which oblique lines have been applied to guide traffic

I

inspection report: an inspection certificate or a decision refusing to issue an inspection certificate

issuance certificate: certificate issued in respect of a number plate application

J

junction: a place where two or more roads meet; this can be a T-junction, a Y-junction, a staggered junction, or a crossing (crossroads)

junction area: that part of a junction that is commonly shared and must therefore be kept clear to be able to give the right of way; such areas must not be blocked by stationary vehicles, even when meeting other imposed regulations

L

lane: a marked-out area, bordered by either a broken or solid white or yellow line, dividing a carriageway into two or more parts of such a width that drivers of motor vehicles on more than two wheels can access it

livestock, riding, and draught animals: this includes, but is not limited to, cattle, cows, donkeys, goats, horses, mules, oxen, pigs, ponies, and sheep

loading capacity: the maximum authorized weight of the load that may be carried by a given means of transport

lorry: a motor vehicle on more than three wheels, with an authorized maximum mass of over 3500 kilograms, exclusively and principally designed for, or as is apparent from their original construction, intended for the carriage of goods; often referred to as a truck

M

main beam: a headlight that illuminates the road ahead of the vehicle for a long distance increasing the vertical range of vision; these lights are also referred to as 'brights' or high beam headlights

maximum authorised mass (MAM): the unladen weight of a vehicle plus its loading capacity (payload)

merging lane: a section of road separated from the main carriageway by a block marking and intended for drivers entering the through carriageway

military convoy: several military vehicles in formation one behind the other, or a number of military personnel on foot in any contiguous formation, provided that they are on the road in the performance of their duties

moped: a two- or three-wheeled motor vehicle, which is not fitted with a closed bodywork, and which is equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm³ or an electric motor, with a power output not over 4 KW, limiting the attainable speed to 55 km/h

motor carriage: the RTO does not distinguish significantly enough between a motor carriage and a motor vehicle: therefore, where motor carriage is written, read: motor vehicle

motorcycle: a motor vehicle on two wheels with or without a sidecar, with a cylinder capacity over 50 cm³

motor vehicle: all motorised vehicles, except powered disabled persons' vehicles, E-bikes, power-assisted pedal cycles, and snorfietsen, of which the conveyance is other than along rails

N

night (time): the period between sunset and sunrise

number plate: the letters and numbers applied to the number plate, under the Motor Vehicle Tax Ordinance St. Eustatius 2020; also referred to as a license or registration plate

number plate register: the register in which the number plate, the motor vehicles and their owners are registered

O

overtaking: the activity in which a road user intentionally rides or drives past another driver who is moving slower in the participating traffic; this can take place in traffic moving in the same direction, or where oncoming traffic may be encountered

Example: you overtake a bus waiting at a bus stop or a slow-moving cyclist cycling on the carriageway

P

passing: the activity in which a road user intentionally rides or drives past another stationary driver or obstacle who/that is not participating in traffic at that moment

Example: you pass a parked car, or a rubbish container placed on the road

paved roads: roads which have been provided with an artificially applied solid coating

Also referred to as surfaced roads

pavement: the durable surface material laid down on an area alongside a carriageway and separated by a kerbside intended to sustain permitted light vehicular or foot traffic

pedestrian crossing or zebra crossing: a place designated by black and white stripes perpendicular to the longitudinal direction of the road where pedestrians and disabled persons' vehicles may cross the carriageway under protection

R

road users: pedestrians, cyclists, riders of E-bikes, snorfietsen and mopeds, drivers of disabled persons' vehicles or motor vehicles, horse riders, persons herding and/or leading riding or draught animals or livestock and drivers of hitched and unhitched carts and wagons

roads: all roads and paths which are open to public traffic; bridges and culverts (a transverse and totally enclosed drain under a road) situated in these roads or paths are also part thereof

This also applies to the paths, verges and borders which are part of this structure

roadworthiness certificate: a written proof that the motor vehicle has been approved during a motor vehicle periodic inspection (MVPI)

roundabout: a road construction, just like a junction with an advance warning sign J9 and itself indicated by the sign D1, forming a circular square with traffic circulating in one direction only

S

self-propelled machinery: machinery, like agricultural machines and harvesters, which can move by means of their own mechanical force

semi-trailer: a trailer designed to be coupled to a pulling vehicle, whereby the pulling vehicle – the so-called tractor-unit - carries the front of the semi-trailer and is subjected to a significant vertical load delivered by the semi-trailer

shark's teeth: a series of inverted triangles on the road surface indicating that the right of way (priority) must be given to all drivers approaching from the right and left at the crossing road

snorfiets: a two-wheeled low-powered or light-moped, which is not fitted with a closed bodywork, and which is equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm³ or an electric motor, with a power output not over 4 KW, limiting the attainable speed to 30 km/h

speed bumps: a traffic calming elevation in the road intended to reduce the speed of the road user

Also referred to as speed bumps

stop line: a white or yellow line solid line painted across a part of a road, indicating where must be stopped when accompanied by a yellow or red traffic light (signal), a stop sign, or a signal to stop given by an authorized person

T

traffic: all road users (= all drivers + riders + pedestrians)

traffic lights: lights placed on public roads intended to regulate the flow of traffic

trailer: a vehicle intended to be pulled by a motor vehicle

type-approval: the approval of vehicles, systems, components, separate technical units, equipment, and devices for the protection of road users and passengers, of a particular type

U

unladen vehicle mass: mass of the vehicle in working order; this includes operating fluids, spare parts, and tools, which are part of the normal equipment of a vehicle, but excludes the weight of the driver and other persons to be carried

unpaved roads: roads which have been provided without an artificially applied solid coating; think of dirt roads, muddy and sandy roads, etc. Emerging from such a road surface means that the right of way (priority) must be given to all drivers approaching from the right and left at the crossing surfaced road
Also referred to as unsurfaced roads

V

vehicles: (bi)cycles, E-bikes, snorfietsen and mopeds, disabled persons' vehicles, motor vehicles, self-propelled machinery, carts, and wagons

verge: part of the road, whether or not paved, located directly alongside the carriageway

W

wagon: a vehicle, unhitched or hitched being pulled by a riding or draught animal

warning triangle: a foldable and retractable red triangular reflector on a tripod, placed on the road to warn approaching traffic from behind of your presence

Y

yellow broken line: painted alongside the edge of the carriageway or on the kerbside indicating that there is a prohibition of parking there at all times; here, only briefly standing still to pick up/set down passengers and/or (un)load goods is permitted

yellow solid line: painted alongside the edge of the carriageway or on the kerbside indicating that there is a prohibition of standing still there at all times

Chapter 6 Important list of English used words

The theory test contains texts and words that can be understood by those having at least a knowledge of the English language that meets that of the Caribbean Examination Council's Certificate of Secondary Education Examination. Further, all complies with the 1949 Geneva and the 1968 Vienna Conventions on Road Traffic. Listed below, though, are several terms used in this test that a candidate must understand well.

Important list of English used words (A through H)

A <ul style="list-style-type: none"> • accident • acute angle (less than 90 degrees) • advisory (recommended) speed • agricultural vehicle • airport • alcohol test • ambulance • anticipate • anti-lock braking system (ABS) • aquaplaning • area • articulated lorry • audible and visual warning signals • automatic transmission fluid (ATF) 	B <ul style="list-style-type: none"> • banned from driving • (the) big five • blind person, holding a white cane with red rings • blind persons' cane • blind spot • block markings • blood test • bollard • boundary line • brake delay • braking distance • braking torque • breakdown • breakdown service • breath analysis (breathalyser) • breath test • bridge • brights (main beam headlights) • broken white line • built-up area • bus lane • bus stop 	C <ul style="list-style-type: none"> • carbon dioxide (CO²) emissions • carriageway (= that part of the road destined for and open to vehicular traffic) • casualty • cc = cubic centimeter/centimetre (cm³) • chicane • claxon (hooter/horn) • closed lane/road • coach • compressed natural gas (CNG) • construction • continue ahead • counterparty • crossing children • crossing point • crosswinds • cruise control • crutches • cycle carrier • cycle lane • cycle path 	D <ul style="list-style-type: none"> • daytime running lights • dashboard • diesel • dipped beam • headlights • direction indicator • (compulsory) direction of travel • disqualified • ditch • diverge • diversion route • disabled persons' vehicle • door mirror • drive train (or power train) • driveway • driving ban • driving behaviour • driving direction • driving license holders • driving lesson • driving proficiency • driving school • driving school car • driving skills • driving suitability
E <ul style="list-style-type: none"> • e.g. = for example • emergency vehicle • empty weight (unladen weight) • engine coolant • engine oil • entrance • exhaust fumes • exit 	F <ul style="list-style-type: none"> • fiets (= cycle) • fietser (= cyclist) • fietsers (+ cyclists) • filling (gas) station • (to) filter • filter lane • fire engine (truck) • fire hydrant • fire pit • flammable materials • following distance • fuel • funeral procession 	G <ul style="list-style-type: none"> • get in lane • give way sign • give the right of way • grooves • gross weight • gutting (rutting) 	H <ul style="list-style-type: none"> • handheld calling • handlebar • handlebar mirror • hands-free calling • hatch markings • hatched area • hazardous materials • hazardous substances • hooter • horn • hydraulic brake fluid • hydrogen (H₂)

Important list of English used words continued (I through P)

<p>I</p> <ul style="list-style-type: none"> • ID-card • identity • impede (= to hinder) • incident • indicator • injured • injuries • intersection (junction) 	<p>J</p> <ul style="list-style-type: none"> • joining • junction (intersection) 	<p>K</p> <ul style="list-style-type: none"> • kerb(side) • kg = kilogrammes • kilometer • km/h = kilometers per hour • kW = kilowatt (a unit of power equal to 1,000 watts) 	<p>L</p> <ul style="list-style-type: none"> • laden weight • lamppost • lane • lap (seat) belt • lay-by • legally obliged • licence plate • livestock • loose chippings • lorry (truck) • LPG (liquified petroleum gas)
<p>M</p> <ul style="list-style-type: none"> • M = meter/metre • main beam headlights (brights) • main carriageway • mass • matrix sign • maximum authorized mass (MAM) • maximum speed limit • mechanical road sweeper • merge • meter • microcar • military convoy • minimum speed limit • mobility impediment • moped • motorcycle • motor vehicle • motoring organization • motor vehicle inspection • muffler 	<p>N</p> <ul style="list-style-type: none"> • navigation system • new driver • nitrogen dioxide (NO₂) emissions • nitrogen oxides (NO_x) • no-entry sign • number plate 	<p>O</p> <ul style="list-style-type: none"> • obstacle • obtuse angle (between 90 and 180 degrees) • occupants • one-way street • opening bridge • outfit (motorcycle + sidecar) 	<p>P</p> <ul style="list-style-type: none"> • parking (waiting) • parking bay • parking lot • parking space • parking lights • passenger • pavement (sidewalk) • pedestrian crossing • perpendicular (90 degrees) • petrol • petrol station • pick-up • place to park • plaster (an arm/leg in ...) • police car • police checks • police motorcycle • police officer • police van/police vehicle • power-assisted bicycle • power train (or drive train) • pre-positioning lane • priority • priority junction • priority road • prohibition of standing still (stopping) • prohibition of parking • properly adjusted mirror • property • pull away • pull in • pull over

Important list of English used words continued (Q through Z)

<p>Q</p> <ul style="list-style-type: none"> • queue • queueing 	<p>R</p> <ul style="list-style-type: none"> • range of vision • recommended speed • rear lighting • reflector(s) • registration plate (lighting) • response/response time • responsiveness • reflector(s) • reverse/reversing (lights) • right angle (90 degrees) • right of way (priority) • road/road closed to • road casualty • road-holding • road markings • road narrows/road narrowing • road sweeper • road under construction • road works • roadside assistance • rollator (walking frame) • roundabout • RPM (revolutions per minute) • RTA (Road Traffic Accident) • RTO (Road Traffic Ordinance; in Dutch WVV Wegenverkeersverordening) • rutting 	<p>S</p> <ul style="list-style-type: none"> • scooter • screen washers • screen washing fluid • seat belt • self-propelled machinery • set down • semi-trailer • shark's teeth • sidecar • sidelights • sidecar • sidelights • (traffic) sign • skidding/sliding • snorfiets (light moped, max. speed 30 km/h) • solid white line • sound the horn • speed bump/hump • speed control • speed pedelec • stalk (attached to the standing still (stopping) • statement of health (gezondheidsverklaring) • stationary (vehicle) • steering wheel (column) • step on/off • stop sign • stopping (standing still) • stopping distance • stopping range of vision • substances • suspended • symbol 	<p>T</p> <ul style="list-style-type: none"> • T-junction • taxi rank/stand • three-point seat belt • through carriageway • through lane • toggle button • toggle switch • total weight • tractor • tractor unit • (road) traffic accident • traffic controller • traffic island • traffic jam • traffic marshall • traffic pillar • trailer • trailer truck • tread depth (of a tyre) • truck (lorry) • turbo roundabout • tyre pressure
<p>U</p> <ul style="list-style-type: none"> • unladen weight 	<p>V</p> <ul style="list-style-type: none"> • valve cap • vehicle registration card • vehicle registration certificate • verge • veterinary ambulance • victim • visually impaired 	<p>W</p> <ul style="list-style-type: none"> • walking frame • walking pace • walking stick • warm-up • warning light • warning triangle • water access point • wear • weather conditions • weight • wheelchair • white squares • windscreen washer fluid • windscreen wiper • windshield • wing mirror • WVV (see RTO) 	<p>Y</p> <ul style="list-style-type: none"> • Y-junction <p>Z</p> <ul style="list-style-type: none"> • zebra (pedestrian) crossing • zone • zone of vision

We constantly notice that candidates rush through answering the questions in their theory tests; only a very small percentage uses most of the time, and a high percentage does not even use 50% of it, often leading to disappointing results.

We, therefore, urge candidates to take their time. Read the question and answers thoroughly and properly and take a good look at the image (if shown): in other words, take it all in and get a good understanding of what is **actually** being asked. For example, in Part 2 (Traffic situations about giving the right of way (priority) and PART 3 (Traffic signs and road markings the question below could be asked like this:



- As a **Yes/No** & Knowledge type **K** question: Must the car **give** the right of way to the cyclist here? **or**
- As a **Yes/No** & Knowledge type **K+** question: Must the car **be given** the right of way by the cyclist here?

Needless to say, there is a difference in the correct answers to these two questions. These are not trick Questions & Answers, but the purpose is to see whether the candidate understands the situation from different angles of approach.

Chapter 7 Important How to best study

Learning and mock test options

The Sint Eustatius App

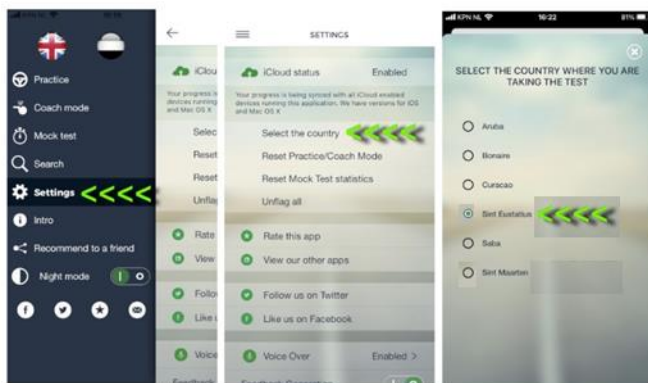
So that a candidate can prepare more than adequately for Sint Eustatius's driving theory test, Deep River Development in London (United Kingdom) has developed a special driving theory Learning and Mock Test Training App for the Caribbean Netherlands; each country has its own unique environment, including Sint Eustatius.

Driving schools, driving theory test candidates and any others wishing to do that, can purchase a monthly subscription, at an affordable fee, to get access to this app.

Additionally, by using this app the Sint Eustatius driving schools and their driving instructors have a unique opportunity to give their students, whether or not in a classroom, additional theoretical training by guiding them through all they can expect in the official driving theory test.

This app covers all the questions that presently appear in the official driving theory test, and also those that will be asked in the future. Of course, these are not entirely identical to what candidates can expect in their theory test, but very representative. The setup follows your theory test system with the same layout of the parts and topics (topics) that are being questioned.

Any new questions will always be first included in the app at least three months before appearing in the official test.

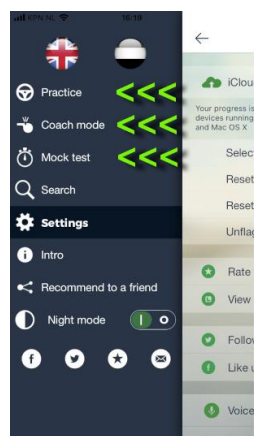


Method - In the app, the candidate opts for Sint Eustatius as shown on the left under -

Settings <<<<

Select the country <<<<

Sint Eustatius <<<<



Modes - And then choose one of these three modes -

Practice <<<

Coach Mode <<<

Mock test <<<

A candidate can do the mock tests repeatedly to become familiar with the set-up of DRITTS and also get used to answering the questions within a certain time frame!

1	General rules 1220 questions	SCORE 0% CORRECT
2	Traffic situations 464 questions	SCORE 0% CORRECT
3	Traffic signs/ road markings 291 questions	SCORE 0% CORRECT

Parts - and finally choose one of these three parts -

General rules <<<< (> 1200 questions)

Traffic situations <<<< (> 450 questions)

Traffic signs/road markings <<<< (> 290 questions)

There is no limit on how many times a candidate can practise everything within the time frame of their subscription.

In the mock test mode, the candidate has 30 minutes to answer 30 questions; each question scores 1 point and the minimum score for success is set at 25 points: all just like the real thing!

Availability - The app is available in Dutch and English and runs on Windows Computers, iPhones, iPads, Android Phones, and Android Tablets.

You can find this app under the name mentioned below in the relevant store:

Available in the Apple Store



Dutch Caribbean theory Test

Deep River Development

Available in the Google Play Store



Caribisch NL theorie Examen

Deep River Development Ltd
In-app-aankopen

Available in the Microsoft App Store



Dutch Caribbean Islands
Driving Theory Test

Deep River Development

Before any new parts or topics with their specific Q&A are added to the official Sint Eustatius' driving theory test the publisher of this app (Deep River Development) will add those to the section for Sint Eustatius at least three months in advance!

In this app, you will also come across certain topics that are not (yet) being questioned in Sint Eustatius' driving theory test. We have asked for those to be included, though, as we believe that you should also be aware of road traffic requirements and situations in the other six countries of the Kingdom of The Netherlands.

As a holder of a Sint Eustatius driving licence either being just a visitor or a student studying in, for example, The Netherlands we, as a government, have a legal obligation to make sure that you are safe and sound on not only our roads but their roads too!

Points to consider when using the app

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**iOS | Android | Windows | Traffic Training
& Mock Testing apps in EN + NL for**



A word from the chief editor of Deep River Development app's to all riding and driving theory test candidates on Sint Eustatius -

Creating this app has required significant time, effort, and resources.

Our team has worked tirelessly to ensure the content is accurate, up-to-date, and aligned with traffic laws and safety regulations.

To maintain the quality and relevance of our app, we must protect it from unauthorized use and reproduction.




We would like to bring to your attention the following key points regarding the use of our traffic training theory test app:

- 1. Authorization and Payment:** Access to and use of our app requires prior authorization and payment. This ensures that we can continue to update and improve the material, providing the highest standard of education to driving students.
- 2. Copyright Protection:** Our app and its contents are protected under copyright law. Unauthorized copying, distribution, or use of our material is illegal and undermines our ability to provide quality content.
- 3. Continued Improvement and Updates:** Unauthorized use of our app restricts our capacity to invest in ongoing improvements and updates. This, in turn, hampers our mission to enhance traffic safety and educate new drivers effectively.
- 4. Traffic Safety Enhancement:** Our app plays a crucial role in educating drivers and promoting safer roads in Sint Eustatius. Cooperation from driving schools and companies is essential in achieving these objectives and maintaining our commitment to the government.

We strongly urge you to respect the copyright of our material and ensure that your use of the app is both authorized and compliant with the law. By doing so, you will be supporting our efforts to provide high-quality, updated training material that benefits all driving students and contributes to the overall safety of our roads.

Thank you for your attention to this matter and, more importantly, all the best of British luck in passing!
Alex & Jamie, the Dutch Caribbean Support Team.

Need help?

   +31 (0) 653 817 695

 support.nl@drivingtheorytest.org

 theoryhelp@driveright.nl

Chapter 8 Consulted Sources

Official publications

- Road Traffic Ordinance Sint Eustatius
- Motor Vehicle Periodical Inspection Ordinance Sint Eustatius
- Appendix Sint Marten traffic signs

Deep River Developments Dutch Caribbean Theory Test Sint Eustatius' App Parts & Topics

- Behaviour at the scene of accidents/breakdowns en-route
- Environmentally friendly & fuel-efficient driving
- General traffic legislation
- Hazards related to the condition of the driver
- Hazards related to the characteristics and condition of the driver's vehicle
- Hazards related to the presence & behaviour of other road users
- Hazards related to road conditions, visibility & weather circumstances

Third-Party Documentations & Publications

- IFRC Red Cross Red Crescent National Societies: International first aid, resuscitation and education guidelines <https://www.ifrc.org/document/international-first-aid-resuscitation-and-education-guidelines>
- How to Manage a Traffic Accident | St John Ambulance <https://www.sja.org.uk/get-advice/first-aid-advice/how-to/how-to-manage-a-traffic-accident/>
- EcoDrive: The golden rules of eco-driving <https://fleeteco.org/Home/GoldenRules>
- EarthEasy: Fuel Efficient Driving: How to save money on fuel costs while reducing greenhouse gas emissions. <https://learn.eartheasy.com/guides/fuel-efficient-driving/>
- Institute for Responsible Medicine Use: Drive safely with medicines <https://www.medicijngebruik.nl/english>
- Trimbos Institute Trimbos Institute <https://www.trimbos.nl/english/>
- Shell Global: Risks of drink or drug driving <https://www.shell.com/business-customers/shell-fleet-solutions/health-security-safety-and-the-environment/simple-advice-for-driving-whilst-under-the-influence.html>
- Let's Instruct: Driving hazards and how to deal with them <https://www.letsinstruct.co.uk/blog/driving-hazards/>
- European Commission: Mobility & Transport - Road Safety https://road-safety.transport.ec.europa.eu/eu-road-safety-policy/priorities/safe-vehicles/tyres_en
- Virginia Tire & Auto: What All the Symbols on Your Car's Dashboard Mean <https://vatire.com/car-maintenance-tips/what-all-the-symbols-on-your-dashboard-mean/>
- Safety Skills: Safe Driving in Hazardous Weather <https://safetyskills.com/safe-driving-hazardous-weather/>
- Stichting Scientific Research Road Safety (SWOV): Facts & Numbers <https://swov.nl/en>
- Stichting Scientific Research Road Safety (SWOV): Publications <https://swov.nl/en>

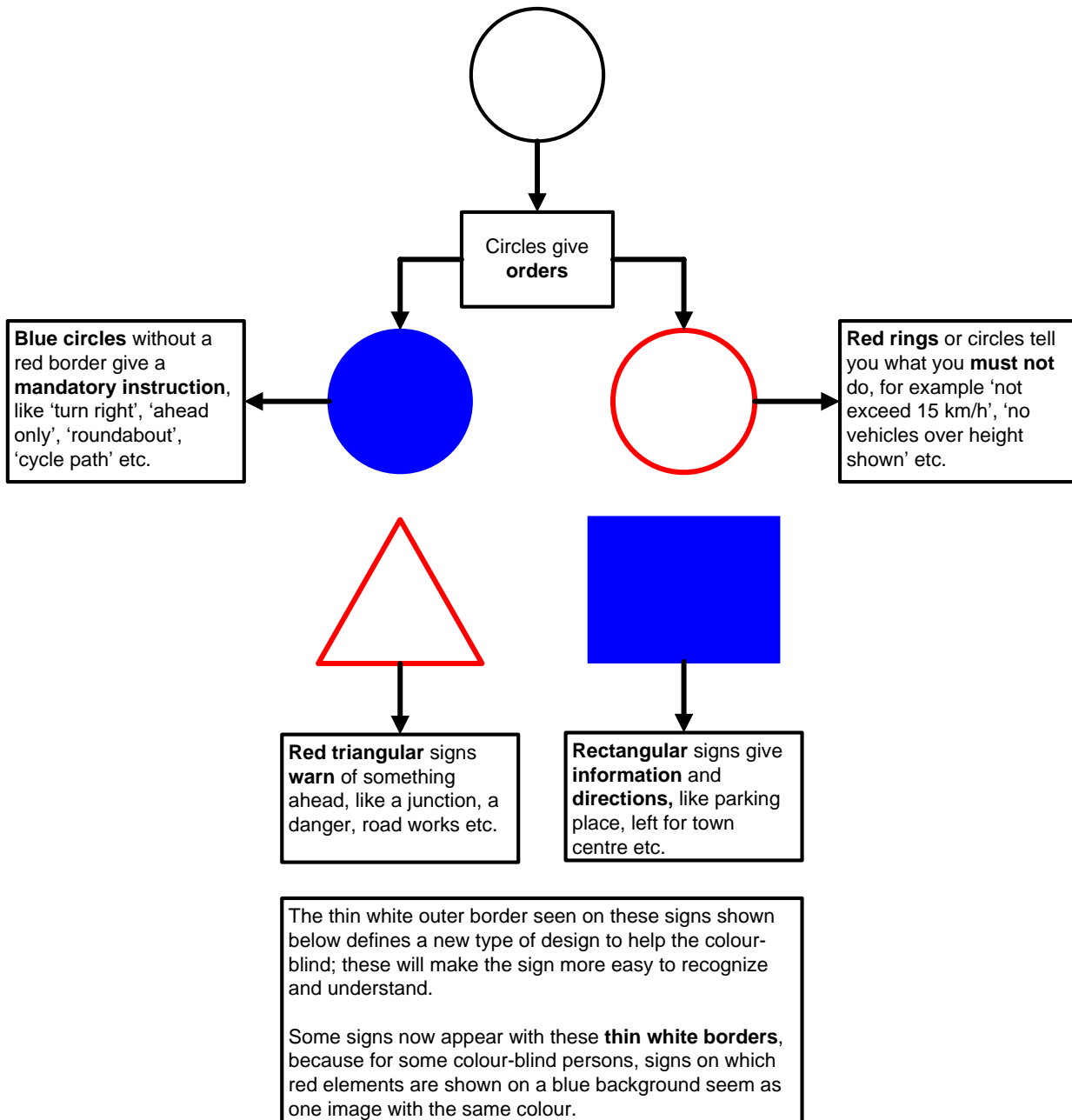
Appendices 1, 2 & 3

Traffic signs in general

You will recognise traffic signs easier if you understand some basic rules. There are three basic types of traffic signs –

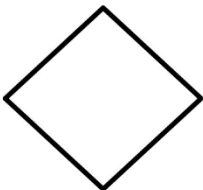
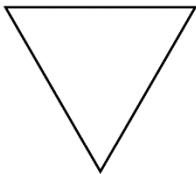
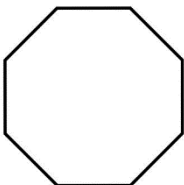




- signs that give **orders** (negative and/or positive instructions)
- signs that **warn**
- signs that give **information**

Each type has a different shape. A further guide to the function of a sign is its colour. All triangular signs are red. The shape and colour of the main groups are –



Other shapes

There are a few exceptions to these rules, giving greater prominence to these signs.

				<p>These signs, shown below in colour from left to right are B1, B2, B4, and B5. Signs B4 and B5 have unique shapes.</p> <p>They can even be recognised from the rear and also when bent or damaged.</p> <p>Note though, that from the rear you cannot distinguish sign B1 from B2!</p>
				

All traffic signs are indexed and identifiable by a unique identification tag consisting of a letter and a number, whereby the letter refers to the respective **category** and the **number** to the next in sequence.

This results in dividing all 97 traffic signs, as shown in Appendix 1, into these **11 alphabetical** categories -

Chapter A	Speeds signs
Chapter B	Priority, give way, and priority bend signs
Chapter C	Prohibitive & closure signs
Chapter D	Positive instruction and direction of travel signs
Chapter E	Parking and standing still signs
Chapter F	Other signs giving orders
Chapter G	Traffic rules
Chapter H	Built-up area signs
Chapter I	Information signs
Chapter J	Warning signs
Chapter K	Miscellaneous signs

Signals





Besides **signs**, there are also **signals** given by authorized persons, like -

- police officers
- officers of the Koninklijke Marechaussee
- traffic controllers/marshalls/officers/wardens
- customs officials
- airport officials
- harbour officials

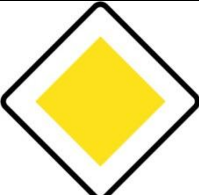




You will find an overview of all these 13 different **signals** in Appendix 2; there you will also find the 3 different **traffic lights**: **| D1: green | | D2: yellow | | D3: red |**

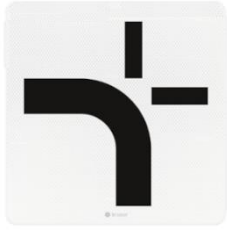
The explanation accompanying each of these corresponds to a translation from Dutch to English of the official texts in this RTO.

Appendix 1 Chapter A – Speeds signs A1 through A4

	<p>A1 Maximum speed The number serves as an example. The shown speed limit can vary.</p> <p>Note that 40 km/h is the default speed limit inside the built-up area for motor vehicles, where the speed limit can vary between 5 and 40 km/h</p>		<p>A2 End of maximum speed The number serves as an example. The shown speed can vary.</p> <p>Note that 60 km/h is the default speed limit outside the built-up area, where speed limits can vary between 5 and 60 km/h</p>
	<p>A3 Zone sign maximum speed</p> <p>The number serves as an example. The shown speed limit can vary.</p>		<p>A4 Zone sign end of maximum speed</p> <p>The number serves as an example. The shown speed can vary.</p>
<p>Unless otherwise indicated, the following speed limits apply inside built-up areas – 40 km/h for motor vehicles 30 km/h for mopeds 30 km/h for disabled persons' vehicles when using the carriageway (walking pace when using the footpath or pavement) 25 km/h for self-propelled machinery</p>		<p>Unless otherwise indicated, the following speed limits apply outside built-up areas – 60 km/h for motor vehicles 55 km/h for mopeds 30 km/h for disabled persons' vehicles when using the carriageway (walking pace when using the footpath or pavement) 40 km/h for self-propelled machinery</p>	

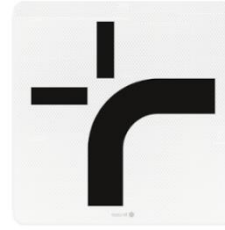
Appendix 1 Chapter B - Priority and give way signs B1 through B5

	<p>B1 Priority road. At all junctions, drivers approaching from the right and left must give the right of way to drivers on the priority road. Ends at sign B2</p> <p>This sign is placed before junctions when inside and after junctions when outside the built-up area; by this, all drivers can see where they are driving, which is important as other rules apply outside the built-up area, e.g., no parking on the carriageway of a priority road</p>		
	<p>B2 End of priority road</p> <p>Beware of the fact that the priority changes here</p>		<p>B3 Priority junction</p> <p>Side roads to the right and left over which the driver seeing this sign has the right of way</p>
<p>At sign B3 drivers on the priority junction, meaning the thick black bar, must be given the right of way by the drivers approaching from the side roads indicated by the thin black bars. These signs are always placed before junctions when inside and outside built-up areas and only apply to the junction immediately following the sign</p>			
	<p>B4 Give way</p> <p>Here drivers must give the right of way to all drivers approaching from the right and left at the crossing road ahead. Beware of drivers overtaking each other on this major road</p>		<p>B5 Stop and give way</p> <p>Here drivers must always stop and give the right of way to all drivers approaching from the right and left at the crossing road ahead. Beware of drivers overtaking each other on this major road</p>



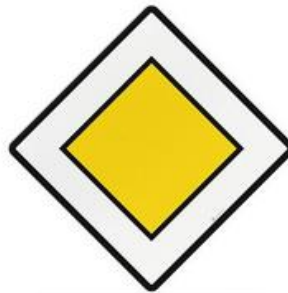
B6 Priority bend to the left

Here, drivers following the **thick** black bar to the **left** have the right of way over the drivers coming in from the two side roads, indicated by the **thin** black bars



B7 Priority bend to the right

Here, drivers following the **thick** black bar to the **right** have the right of way over the drivers coming in from the two side roads, indicated by the **thin** black bars



Sign B01 with sub-plate B06

A



Sign B01 with sub-plate B07

B

You will see the signs B6 and B7 as sub-plates, placed below the priority road sign B1

When approaching the combination of signs at **A** you will be following the direction of travel of the priority road, that you are already on, to the **left**

Here, as you go through this bend, there are two incoming side roads on your **right**

At **B** you will be following the direction of travel of the priority road, that you are already on, to the **right**

Here, as you go through this bend, there are two incoming side roads on your **left**



Now let us look at a real-life situation with these signs – Here, the cyclist is following the priority road, that he is already on, to the left: signs B01 + B06. He has the right of way over the car, which is approaching him from his right: signs B4 + sub-plate (see below)

The motorcyclist is also on this priority road with signs B1 + B7, but it is leaving it; it is turning off to the left and therefore must give the right of way to all road users continuing ahead on the same road (read: priority road): the cyclist!

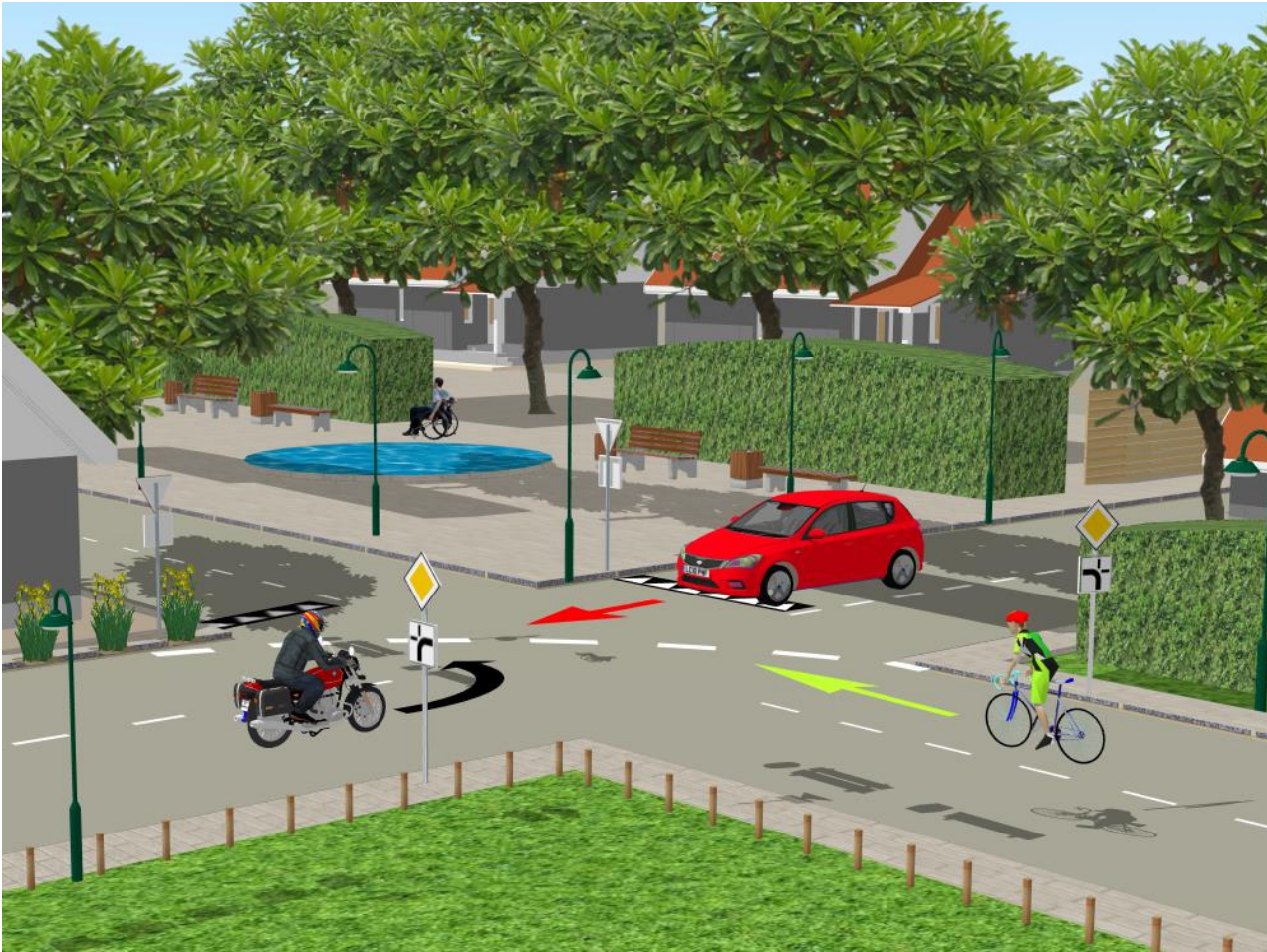
Here, this results in the sequence of priority – cyclist, motorcyclist, car

Note that this **car** must give the right of way to all drivers on this priority road that are approaching from its right and left; the car driver will see these two signs →



Priority signs B01 + an inverted sub-plate B6

A better understanding of priority bends



Because priority bends are generally difficult to understand, we explain the above-shown situation in more detail, it is a –

- priority bend to the **left** for the **cyclist**, which she/he is **leaving**
- priority bend to the **right** for the **motorcyclist**, which she/he is **leaving**
- priority bend from the **left to ahead** for the car driver, which it is going to **enter**

Here, the cyclist goes first, followed by the motorcyclist and then the car as last. First, the cyclist and the motorcyclist are both on the same priority road, which they are both leaving and also turning off into the same road: therefore, the cyclist with the shorter turn has precedence over the motorcyclist with the wider turn.

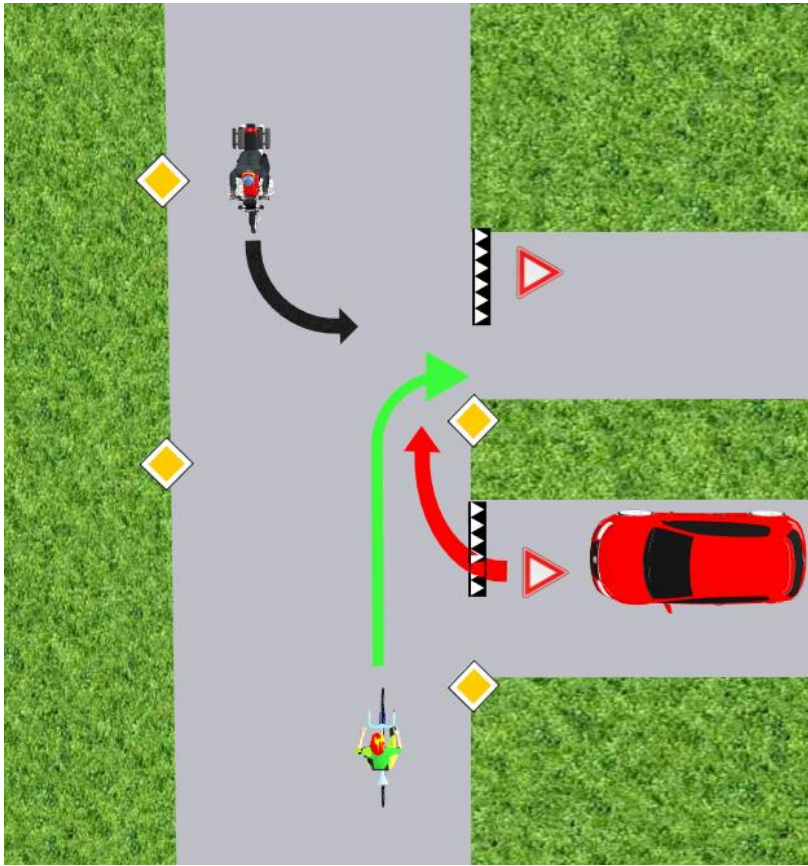
The car must give the right of way to both the cyclist and the motorcyclist. Although the cycle and motorcycle are turning off from a priority road, they still have the right of way over the car which is entering the priority road!

Tip - Always try to look at these priority bend situations - even make a drawing - as a straight priority road with its relevant side roads; like that, you'll find these priority situations clearer and a lot easier to solve!

In this situation, it is really one straight priority road (see below) –

- for the cyclist with two side roads on the right

- for the motorcyclist with two side roads on the left



Putting the above 2D image in a simplified explanatory drawing -

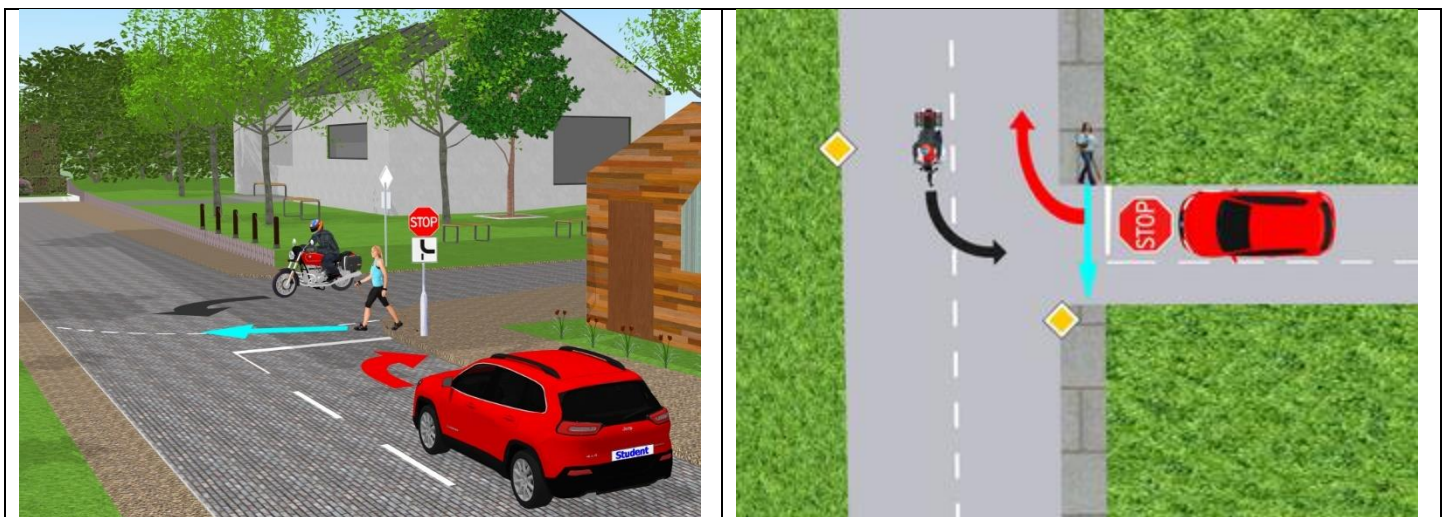
The cyclist is, in fact, turning right into its second side road, whereas the motorcyclist is turning left into its first side road.

Both leave this priority bend and turn off, whereby the shorter turn precedes the wider turn.

The car is actually turning, right and entering this priority road.

It then passes a side road on its right and then continues in the direction of the motorcyclist who has turned off to its left.

One more then ...



In the picture and drawing above the situations are identical. The motorcyclist is on a priority road, which bends to the right, which she/he is going to leave. In doing so the right of way must be given to all **road users** continuing ahead on the **same** road: therefore, the crossing Nordic walker lady (a pedestrian).

The right-turning car must stop first before continuing, but it does not have to give the right of way to this lady: it must stop and give the right of way to all **drivers** from its right and left at the crossing road.



<p>Note that this motorcyclist has the right of way over drivers approaching this priority road from left here; the rider will see these two signs →</p>	<div data-bbox="818 96 997 271"></div> <div data-bbox="1018 96 1181 271"></div> <p>Priority signs B01 + a version of sub-plate B7, without the side road ahead as it is not there!</p>
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Appendix 1 - Chapter C - Prohibitive & closure signs C1 through C14

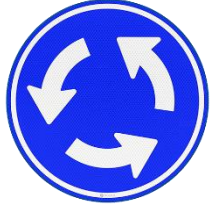
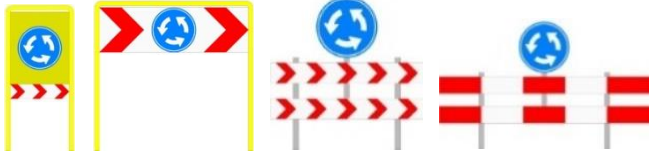
	<p>C1 Closed in both directions to all drivers</p> <p>Vehicles, equestrians (horse riders) and persons herding or leading animals (including cattle)</p>		<p>C2 One-way street. Closed in this direction to all drivers</p> <p>Vehicles, equestrians (horse riders) and persons herding or leading animals (including cattle)</p>
	<p>C3 One-way street</p> <p>Placed at the beginning of a one-way street. In a one-way street, you must not reverse or turn around</p>		<p>C4 One-way street</p> <p>Pointing to the right or left. Placed at the junctions within a one-way street. In a one-way street, you must not reverse or turn around</p>
	<p>C5 Closed to motor vehicles on more than two wheels</p> <p>This also applies to motorcycles with a sidecar</p>		<p>C6 Closed to lorries and trucks (heavy goods vehicles)</p> <p>This does not apply to vans with a maximum authorized mass (MAM) under 3500 kg or buses</p>
	<p>C7 Closed to motor vehicles pulling trailers</p> <p>Also applies to semi-trailers and motorcycles towing trailers</p>		<p>C8 Closed to motor vehicles on two or three wheels</p> <p>Also applies to mopeds, motorcycles with a sidecar and motorcycles pulling trailers</p>
	<p>C9 Closed to all motor vehicles</p> <p>Applies to all motor vehicles, with or without sidecars, (semi-)trailers etc.</p>		<p>C10 Closed to cyclists and disabled persons' vehicles without an engine</p> <p>Mopeds may enter here</p>
	<p>C11 Closed to pedestrians</p> <p>Also applies to those who are classed as pedestrians, e.g., a person pushing a cycle, a moped, a motorcycle, a shopping trolley etc.</p>		<p>C12 Closed to vehicles and combinations of vehicles that, including the load, are over the length shown on the sign</p>

	C13 Closed to vehicles that, including the load, are over the length shown on the sign		C14 Closed to vehicles that, including the load, are over the height shown on the sign
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Appendix 1 - Chapter C - Prohibitive & closure signs continued C15 and C16

	C15 Closed to vehicles of which the axle weight is over the weight shown on the sign		C16 Closed to vehicles and combinations of which the total mass is over that shown on the sign
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Appendix 1 - Chapter D - Positive instruction and direction of travel signs D1 through D6







	D1 Roundabout; compulsory direction of traffic This can be a roundabout with/without raised dividers between the lanes. A roundabout with raised dividers between the lanes is a so-called <i>turbo roundabout</i>	Variations shown on fences and posts 
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This sign indicates a mandatory direction of travel: drivers must follow the direction indicated by the arrows.




Just before and at roundabouts –

- drivers of **motor vehicles** do not have to **keep to the right** as much as possible
- **all drivers** may **overtake** other drivers on either the right or the left









When going round a roundabout you will have the right of way over drivers coming in from your right. Those drivers will see either sign B4, with or without shark's teeth, or sign B5, with or without a stop line, on their approaching road.

	D2 Keep right. Applies to all drivers Also placed on bollards, often referred to as traffic pillars, as shown		D2 Keep left. Applies to all drivers Also placed on bollards, often referred to as traffic pillars, as shown
	D3 All drivers may pass either side Also placed on bollards, often referred to as traffic pillars, as shown		D4 Ahead only. All drivers must follow the direction shown Therefore, this means no right or left turn here
	D5 Right only. All drivers must follow the direction shown Therefore, this means not ahead and no left turn here		D6 Left only. All drivers must follow the direction shown Therefore, this means not ahead and no right turn here

Appendix 1 - Chapter D - Positive instruction and direction of travel signs continued D7 and D8

	<p>D7 Ahead or right only. All drivers must follow one of the directions shown</p> <p>Therefore, this means no left turn here</p>		<p>D7 Ahead or left only. All drivers must follow one of the directions shown</p> <p>Therefore, this means no right here</p>
	<p>D8 Left or right only. All drivers must follow one of the directions shown</p> <p>Therefore, this means not ahead here</p>	<p>Drivers may reverse and turn around at the signs D4 through D8.</p> <p>Here you must also watch out for drivers possibly approaching from your right: you might have to give that driver the right of way</p>	










Appendix 1 - Chapter E - Parking and standing still (stopping) signs E1 through E8

	<p>E1 No parking on the side of the road on which the sign is placed</p> <p>Remember that paths and verges next to the road are also part of a road</p>		<p>E2 No standing still (stopping) on the side of the road on which the sign is placed</p> <p>Remember that paths and verges next to the road are also part of a road</p>
	<p>E3 No placing of cycles and mopeds on the side of the road on which the sign is placed</p> <p>Remember that verges are also part of a road</p>		<p>E4 Parking place</p> <p>This sign indicates that parking is permitted here; this sign was developed in The Netherlands for the Dutch Olympic Games and is now used internationally</p>
	<p>E5 Invalid parking</p> <p>Only disabled persons may park here; other vehicles must not park here but only stand still briefly for picking up/setting down passengers and (un)loading goods</p>		<p>E6 Taxi rank</p> <p>Only taxis may park here; other vehicles must not park here but only stand still briefly to pick up/set down passengers and (un)loading goods</p>
	<p>E7 Blue zone; parking disc zone</p> <p>Parking is only permitted for the duration shown when the blue parking disc is clearly shown and properly set</p>		<p>E8 End of a blue zone; end of parking disc zone</p>





Note that a driver **may** bring her/his vehicle to a **standstill** on the **left** side of the carriageway or path in a direction parallel to it -

- on roads which are **closed** in the **opposite** direction to traffic to which the driver belongs
- on roads where there is a prohibition of **waiting** (read: parking) or **stopping** (read: standing still) on the **right**

Appendix 1 - Chapter F - Other signs giving orders - signs F1 through F9

	<p>F1 No overtaking for motor vehicles</p> <p>Motor vehicles must not overtake each other. This also applies to overtaking motorcyclists. Note that motorcyclists must also not overtake each other</p>		<p>F2 End of the no-overtaking for motor vehicles</p>
	<p>F3 No overtaking of motor vehicles by lorries and trucks (heavy goods vehicles)</p> <p>Does not apply to buses. Example: a lorry may not overtake a motorcycle, but a motorcycle may overtake a lorry</p>		<p>F4 End of no-overtaking of motor vehicles by lorries and trucks (heavy goods vehicles)</p>
	<p>F5 Drivers from this direction must not proceed ahead when traffic approaches from the opposite direction</p> <p>This means that drivers must give the right of way to oncoming drivers and pedestrians</p>		<p>F6 Drivers from the opposite direction must not proceed ahead when traffic approaches from this direction</p> <p>This means that drivers must be given the right of way by oncoming drivers</p>
	<p>F7 No U-turns</p> <p>This means that half-turns and full-turns are prohibited here</p>		<p>F8 End of all the restrictions shown on previous signs</p> <p>Only indicates the end of all restrictions shown on previous signs, for example, the end of a previously stated speed limit. This sign does not mean the end of all restrictions</p>
	<p>F9 Stop</p> <p>The sign can include text stating the authority or giving the reason. Example: Douane (Customs)</p>		

Appendix 1 – Chapter G - Traffic rules signs G1 through G4

	G1 Footpath No drivers are allowed here, except drivers of invalid carriages		G2 End of footpath
	G3 Compulsory bicycle path Pedal cyclists, snorfietzers and disabled persons' vehicles only		G4 End of the compulsory bicycle path

A bicycle or (pedal) cycle - Is a vehicle intended to be propelled by physical force, except for those vehicles which are clearly to be regarded as children's toys, including power-assisted vehicles that can attain a speed of 30 km/h at the most: for example, **E-bikes** and **snorfietzen** (light-mopeds).



When determining the maximum speed limit of bicycles with pedal assistance, it has been taken into account that these bicycles use the cycle path.

Appendix 1 - Chapter H – Built-up area signs H1 and H2





In Sint Eustatius, there is generally not such a clear difference between the inhabited areas, such as cities, towns, villages, and hamlets and the connecting roads outside these areas: although it is possible to designate certain parts of Sint Eustatius as built-up areas, they are usually not indicated.

The signs H1 and H2 make it possible to make this division of the land, which is situated either inside or outside the so-called built-up areas.









The built-up area is an area indicated by the government where there are generally quite a lot of buildings, making it possible to apply different rules within these areas. Further, it is also now possible to add a geographical location to these signs by stating the name of the town, like below.

	H1 Built-up area Entrance to the municipality shown The town's name is exemplary These signs also indicate the beginning of a 40 km/h speed limit For some drivers, lower limits will apply		H2 End of built-up area The exit of the municipality shown The town's name is exemplary These signs also indicate the end of a 40 and the beginning of a 60 km/h speed limit For some drivers, lower limits will apply Upon passing sign H2 the driver will be leaving the geographical boundaries (town limits) of that built-up area
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Appendix 1 – Chapter I - Information signs - signs I1 through I4

	I1 Hospitaal Placed at or near a hospital or infirmary. In Dutch: Ziekenhuis		I2 Bus stop Standing still by other vehicles is only allowed here for immediately picking up and/or setting down passengers
	Applies alongside a chequered marking and/or within 12 meters to either side of this sign		
	I3 No-through vehicular traffic Entrance permitted, but riders & drivers will have to reverse out or turn around to be able to exit this road again		I4 Post for Help or Reporting For assistance in case of accidents and/or emergencies Qualified personnel will be on duty for assistance and help






Appendix 1 – Chapter J - Warning signs J1 through J8

	J1 Uneven Road surface Reduce speed and change down if necessary.		J2 Bend to the right Single bend. Reduce speed and change gears down if necessary
	J3 Bend to the left Single bend. Reduce speed and change gears down if necessary		J4 S bends first to the right Double bend. Reduce speed and change gears down if necessary Do not increase speed after the first bend, as more will follow
	J5 S bend first to the left Double bend. Reduce speed and change gears down if necessary Do not increase speed after the first bend, as more will follow		J6 J7 Steep hill Figures can differ and measure the gradient in percentage terms – 10% (1:10) means for every 10 meters along (horizontal) the road rises one meter (vertical)
	J7 Dangerous descent Figures can differ. Change down to a lower gear for more braking power and control Excessive braking can result in a 'brake fade', i.e., loss of braking power caused by the heat generated by continuous brake use		J8 Dangerous junction Can relate to a side road on the right, left or both Not to be confused with the 'flying-bomb' priority sign B3, indicating a priority junction




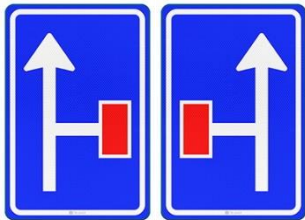
Appendix 1 – Chapter J - Warning signs continued J9 through J20

	<p>J9 Roundabout</p> <p>Strictly used as an advance warning at a distance from a roundabout</p>		<p>J10 Road works</p> <p>Drive with care and reduce speed</p> <p>Often accompanied by signs showing a reduced speed limit</p>
	<p>J11 Carriageway narrows on both sides</p> <p>Indicates a chicane ahead Priority is not regulated</p> <p>A driver at the narrowest point should proceed first</p>		<p>J12 Carriageway narrows on the right</p> <p>Deviation of course is on this side Oncoming traffic should not be hindered</p>
	<p>J13 Carriageway narrows on the left</p> <p>Deviation of course is on the opposite side Oncoming traffic should not hinder those approaching from this end</p>		<p>J14 Slippery road</p> <p>Applies to all weather conditions</p> <p>If skidding, do not accelerate, brake hard or steer jerkily</p> <p>Steer quickly and repeatedly in the required direction until corrected</p>
	<p>J15 Children</p> <p>Watch out for children crossing</p> <p>Reduce speed and be ready to stop if necessary</p>		<p>J16 Pedestrian crossing</p> <p>Also referred to as a zebra crossing</p> <p>Pedestrians should be able to cross unimpeded</p> <p>No overtaking of any vehicle immediately before or at this crossing</p>
	<p>J17 Pedestrians</p> <p>A crossing point for pedestrians</p> <p>Watch out for crossing pedestrians, although they do not have priority here</p>		<p>J18 Cyclists</p> <p>A crossing point for cyclists</p> <p>Watch out for them crossing, even when they do not have priority</p>
	<p>J19 Loose stones</p> <p>Keep a good distance from the preceding vehicle and try not to overtake as there is a great risk of flying chippings, splinterings and gravel stones, which can damage your paintwork or even your front windscreen</p>		<p>J20 Quayside</p> <p>Warns of a quayside, a wharf usually built parallel to the shoreline, or a riverbank</p>

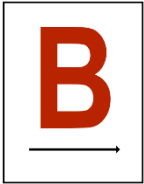





Appendix 1 – Chapter J - Warning signs continued J21 through J25

	<p>J21 Cattle/donkeys</p> <p>Expect stray cattle and/or donkeys, which are not being herded or led, to be present on this road ahead</p>		<p>J22 Two-way traffic</p> <p>Warns that traffic changes from one-way to two-way. Also warns of the end of a dual-carriageway</p>
	<p>J23 Danger</p> <p>The nature of this danger is indicated on the sub-plate</p> <p>For example: (brom)fietzers op de rijbaan = cyclists/mopeds on the carriageway</p>		<p>J24 Low-flying aircraft</p> <p>Expect sudden aircraft noise and low-flying aircraft</p> <p>Keep your eyes on the road, however interesting a low approach on a flight path may be</p>
	<p>J25 Speed humps</p> <p>Warns of speed humps ahead; in some areas, these humps are in the form of 'cushions' which only cover part of the lane and are designed so that larger vehicles, especially buses, can straddle them</p> <p>Speed humps are also called speed bumps</p>		

Appendix 1 – Chapter K - Miscellaneous signs K1 through K4

	<p>K1 Maximum headroom</p> <p>Figures can show a value between 4.0 and 4.4 meters</p> <p>See also sign C14</p>		<p>K2 Pedestrian crossing</p> <p>Here riders and drivers are legally obliged (must) give the right of way to pedestrians and drivers of disabled persons' vehicles crossing at a pedestrian crossing or showing a clear intent to do so</p>
	<p>K3 No-through road</p> <p>Also called a dead-end or a cul-de-sac</p> <p>Entrance permitted, but you will need to reverse or turn around to exit again</p> <p>Beware of emerging drivers though, as a road with this sign is not a one-way street!</p>		<p>K4 Advance indication of a no-through road in the direction shown</p> <p>Also referred to as a dead-end or a cul-de-sac</p> <p>Right or left turn permitted, but you will need to reverse or turn around to exit again</p> <p>Beware of emerging drivers though, as a road with this sign is not a one-way street!</p>

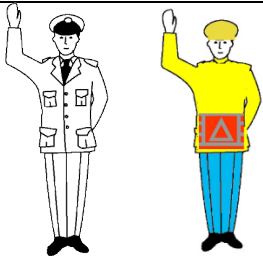
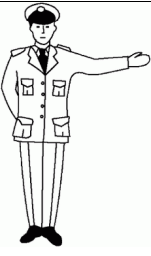
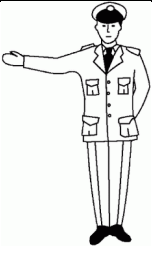
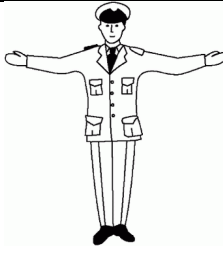


Appendix 1 – Chapter K - Miscellaneous signs K5 through K10

	K5 Water access point: sign indicating the presence of a water access point or firepit for the fire brigade			K6 Attention: speed humps Also referred to as speed bumps Reduce the speed and remain alert
	K7 Children playing Reduce your speed and be extra alert			K8 Beware of our children Reduce your speed and be extra alert
	K9 Cyclists must divert to the carriageway here Here they must divert from the cycle path or cycle lane to the carriageway Also applies to disabled persons' vehicles, E-bikes, power-assisted cycles and snorfietsers			K10 Cyclists must divert to the cycle path or cycle lane here Here they must divert from the carriageway to the cycle path or cycle lane Also applies to disabled persons' vehicles, E-bikes, power-assisted cycles and snorfietsers




Appendix 2 – Chapter A - Signals to stop given by authorized persons A1 through A5 | Chapter C sign C5

Where a **stop line** is present, road users should stop in front of this line. In the absence of such a stop line, a road user should stop in such a manner that the passage for crossing traffic is not blocked.


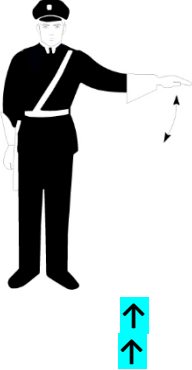
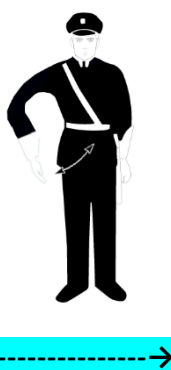

Note that these signals can also be given in person by an illuminated sign, a red flare, or a lamp or torch; a sign fitted to a police car or motorcycle might light up with the words stop, stop police, or stop politie

	Figure A1 General stop signal for all traffic Given by a policeman (left) and a traffic controller or officer (right)			Figure A2 Stop signal for traffic approaching this person from the front
	Figure A3 Stop signal for traffic approaching this person from the rear			Figure A4 Stop signal for traffic approaching this person from the front and rear
	Figure A5 Stop signal for drivers given by a school crossing patrol; this person uses sign F9 The persons that form a school crossing patrol can easily be recognised by their orange-coloured coats			Figure C5 Stop signal for traffic approaching this person in the still moving directions (his right & left), get ready to go for traffic in the stopped directions (his front & rear), and clear the junction for those still on the crossing

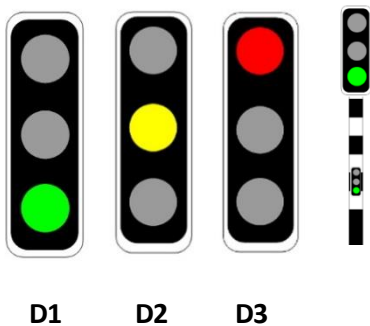
Appendix 2 – Chapter B - Signals to continue ahead given by authorized persons B1 through B3

	<p>Figure B1 Signal for the traffic to continue ahead approaching this person from the</p> <p>LEFT ←</p>		<p>Figure B2 Signal for the traffic to continue ahead approaching this person from the</p> <p>RIGHT →</p>
	<p>Figure B3 Signal for the traffic to continue ahead approaching this person from the</p> <p>RIGHT → and LEFT ←</p>		

Appendix 2 – Chapter C - Signals to change speeds given by authorized persons C1 through C4

	<p>Figure C1 Signal to increase the speed for the traffic approaching this person from the</p> <p>LEFT ←</p>		<p>Figure C2 Signal to decrease the speed for the traffic approaching this person from the</p> <p>FRONT ↑ ↑</p>
	<p>Figure C3 Signal to increase the speed for the traffic approaching this person from the</p> <p>RIGHT →</p>		<p>Figure C4 Signal to increase the speed for the traffic approaching this person from the</p> <p>REAR ↓ ↓</p>

Full traffic lights (3 colours)



Full traffic lights for all drivers display round lights, which change in a set cycle -

D1 Green: go ahead if the way is clear; to **not** proceed ahead is a violation

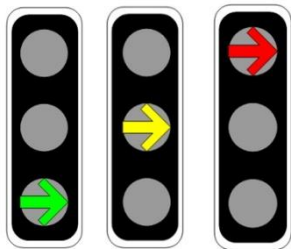
D2 Yellow: stop, unless you have already crossed the line, or you are so close to it that pulling up might cause an accident; remember that the yellow light will be followed by the red light within a few seconds

D3 Red: stop and wait at the stop line.

Other traffic light examples and information

Filter traffic lights (3-colours)

These lights only apply to the direction indicated by that arrow.



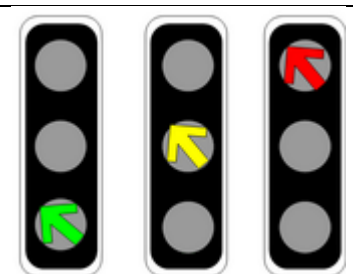
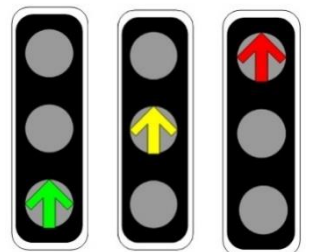
Filter traffic lights for all drivers display lights with a directional arrow, which changes in a set cycle.

These arrows either:

- point right
- point left
- point ahead

The traffic lights on the **right** indicate that you may only go **ahead** and that there will be **no oncoming** drivers turning to their left.

Also, remember that all the drivers approaching from your right and left will have a red light.



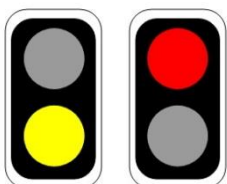
The diagonally positioned arrows in these lights indicate that you should turn left on the second road, as the first road on your left will be the carriageway for the oncoming traffic.



Sometimes you will see this sub-plate accompanying traffic lights. The text **Oprijden tot stopstreep** means that you should move up to the stop line here. This is because there is a sensor on the road surface just before this traffic light, and you will need to make your presence felt by the pressure on that sensor to get a green light.

Full or filter traffic lights (2-colours)

These traffic lights can show an arrow or a symbol and are only in the colours yellow and red, and display round lights, which change in a set cycle:



Red: stop and wait at the stop line, when off you can continue. Remember that there is **no** green here.

Yellow: stop, unless you have already crossed the line, or you are so close to it that pulling up might cause an accident; remember that the yellow light will be followed by the red light within a few seconds.

These two-colour traffic lights have the same meaning as three-colour traffic lights and prove to have great practical value. These can be found at bridges, bus carriageways, fire stations, hospitals or pedestrian crossings.

Advantages - To prevent three-colour traffic lights from staying on green all day, it was decided to install two-colour traffic lights at certain locations. For example, they can be used on bridges to provide a transition signal or also at infrequently used isolated pedestrian lights. These two-colour traffic lights can be operated by a push-button system or sensor, whereby the traffic light first changes to yellow (sometimes flashing and then fixed) and then further on to red, after which the red light goes off (so you will not see green!) until it is activated again.

Yellow flashing lights



Traffic lights which are out (of action or order) often have a flashing yellow light. In such a situation it is important to approach that junction carefully.

The right of way will be regulated by traffic signs/road markings or by the standard priority rules, which means all drivers from the right have the right of way.



A single yellow flashing light warns of a dangerous situation ahead, where extra caution and a reduced speed will be required; these lights can be part of a traffic light installation which is switched off or out of order or standing alone. These yellow lights can also show an arrow or a symbol.

Green filter traffic lights only



Drivers are only allowed to continue in the direction indicated.

Direction can differ.

Lights at bridges



Example of lights at a bridge

Bridge lights are single flashing or fixed red lights or twin flashing red lights. Sometimes these are preceded by a yellow flashing light.

When this light is on red or flashing red you must stop.



Drivers turn their engines off when needing to stop for more than 20 seconds, e.g., at locks, open bridges etc.

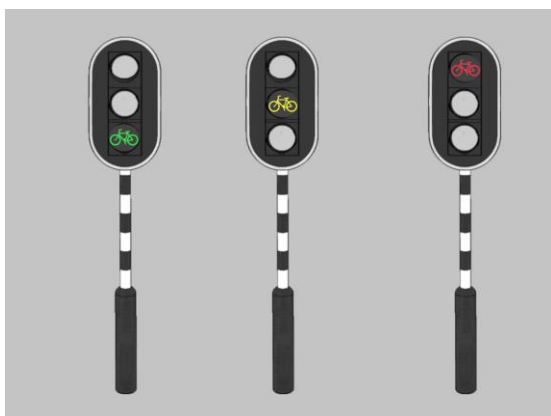
The unnecessary idling of the engine contributes to unnecessary fuel consumption.

Sustainable behaviour implies that drivers turn their engines off, and only on again when they can continue ahead.

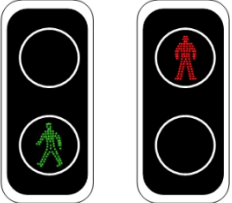

Bicycle traffic lights

Traffic lights displaying a lit image of a bicycle apply to –

- cyclists
- drivers of disabled persons' vehicles
- E-bikes
- power-assisted cycles
- snorfietzers (light-moped riders)



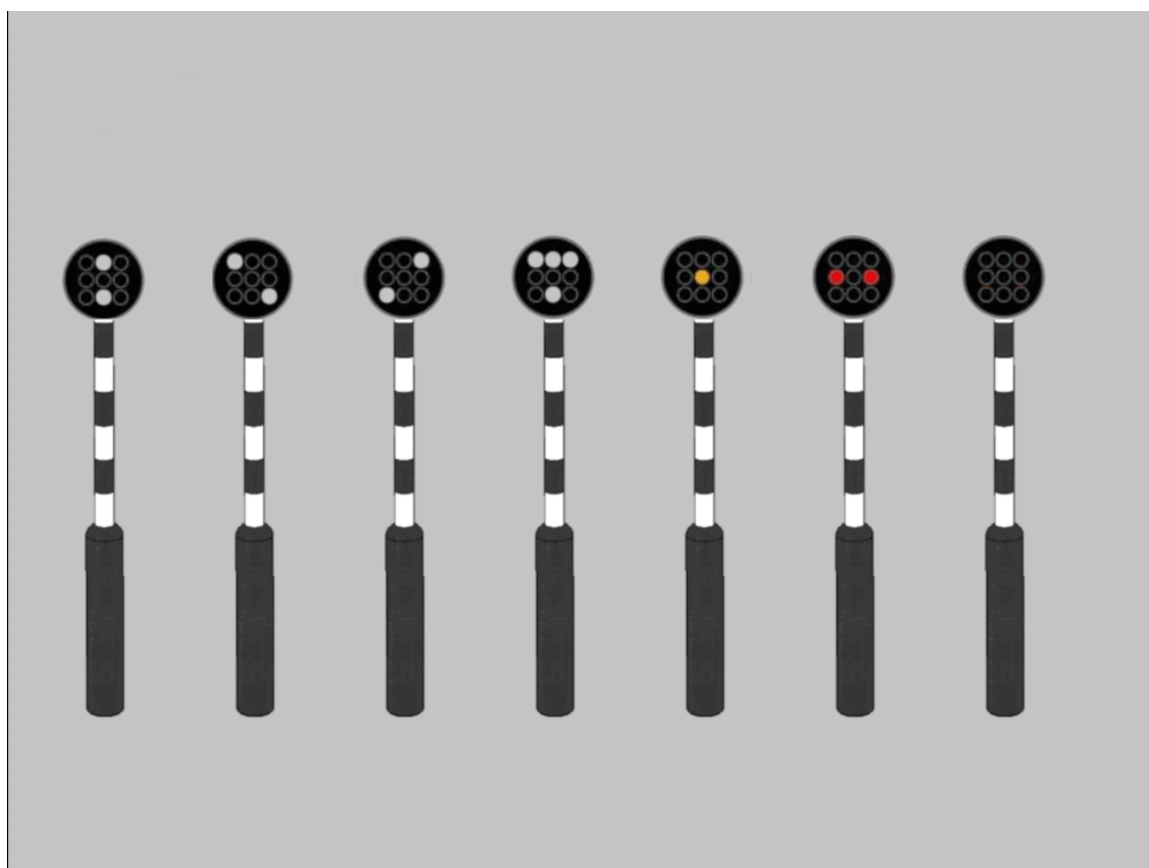
Pedestrian lights

	Greenlight	: pedestrians may cross
	Green flashing light	: pedestrians may cross but should be aware that their red light will appear very soon
	Red light	: pedestrians must not start crossing pedestrians that already started crossing must continue ahead as soon as possible
	<p>The red pedestrian light shown above can be substituted by a <i>yellow flashing</i> light, which means that this light then warns of danger.</p> <p>In that case, pedestrians will cross at their own risk but may cross after first letting other drivers continue ahead. When traffic is heavy it is better and safer to only cross when the green light is lit.</p>	

! Note that as mentioned earlier the 2 and 3-coloured traffic lights only apply to drivers; this means that where pedestrians are approaching from their **right and/or left** they will not have priority, as the priority rules only apply to **drivers**.

Where there is also a pedestrian crossing these pedestrians will have their pedestrian crossing lights, which will show red for them while you have a green light. To aid blind and visually impaired persons, these traffic lights can be equipped with an audible warning signal.



Bus traffic lights



Bus traffic lights mean -



- **white fixed light** or **white flashing light**: continue
- **yellow light**: stop
for drivers who are so close to the yellow light that stopping is no longer reasonably possible: continue
- **red light**: stop
- a **white light** and the **white flashing lights** only apply to the directions shown

Appendix 3

 Sint Eustatius Caribisch Nederland Government Administration Building van Tonningenweg 4 Oranjestad Telephone (599) 318 3314 E-mail info@dri-eux.org		 OEFENVERGUNNING PRACTICE PERMIT Categorie A Category A Motorfiets Motorcycle	
Datum afgifte Date of issue			
Gezien: De Chef Basis Politiezorg, St. Eustatius, naam inspecteur Seen by: The Chief of Basic Police Care, St. Eustatius, inspector's name			
Naam van de Gezaghebber Name of the Governor			
Overeenkomstig artikel 110 van de Wegenverkeersverordening verleent de Gezaghebber hierbij vergunning aan In accordance with article 110 of the Road Traffic Ordinance the Governor hereby issues a permit to			
Naam aanvrager Name applicant			
Geboortedatum Date of birth			
Geboorteplaats Place of birth			
Adres Address			
Telefoon nummer Phone number			
E-mail			
om zich te bekwamen in het besturen van een motorfiets met de volgende kenmerken for becoming proficient in riding a motorcycle with the following characteristics: bouwjaar year built 2 fabrikant make 3 model 4 kenteken number plate 5 kleur colour 6 VIN-nr			
1	2	3	4
5	6		
onder voorwaarde dat: • deze vergunning op eerste vordering van de politie ter inzage wordt afgegeven • deze vergunning behoudens eerdere intrekking zijn geldigheid verliest drie maanden na datum afgifte • zij/hij uitsluitend gebruik maakt van de motorfiets waarvoor deze vergunning is afgegeven • zij/hij geen duopassagiers voert • zij/hij tussen 06:30 en 08:30 uur, 12:00 en 13:30 uur, 16:00 en 18:00 uur en 's nachts niet op de openbare weg rijdt		op condition that: • this permit is presented for inspection at the first summons by the police • this permit loses its validity three months after the date of issue, unless previously revoked • she/he only uses the motorcycle for which this permit was issued • she/he must not carry pillion passengers • she/he must not ride on public roads between 06:30 and 08:30 hours, 12:00 and 13:30 hours, 16:00 and 18:00 hours and at night	

An example of the motorcycle practice permit

Issued once only for 3 months, during which the candidate can practice for her or his on-road motorcycle riding test

 Sint Eustatius Caribisch Nederland Government Administration Building van Tonningenweg 4 Oranjestad Telephone (599) 318 3314 E-mail info@dri-eux.org		 VERGUNNING PERMIT Categorie AM Category AM Bromfiets Moped	
Datum afgifte Date of issue			
Gezien: De Chef Basis Politiezorg, St. Eustatius, naam inspecteur Seen by: The Chief of Basic Police Care, St. Eustatius, inspector's name			
Naam van de Gezaghebber Name of the Governor			
Overeenkomstig artikel 96, sub 2a van de Wegenverkeersverordening verleent de Gezaghebber hierbij vergunning aan In accordance with article 96, sub 2a of the Road Traffic Ordinance the Governor hereby issues a permit to			
Naam aanvrager Name applicant			
Geboortedatum Date of birth			
Geboorteplaats Place of birth			
Adres Address			
Telefoon nummer Phone number			
E-mail			
om met een bromfiets op de openbare wegen van Sint Eustatius te mogen rijden onder de hieronder gestelde voorwaarden permitting the holder to ride with a moped on the public roads of Sint Eustatius under the below mentioned conditions			
Vergunning betreft uitsluitend een bromfiets – een motorrijtuig op twee of drie wielen, dat niet is voorzien van een gesloten carrosserie en dat is uitgerust met een verbrandingsmotor met een cilinderinhoud van ten hoogste 50 cm³ of een elektromotor, met een vermogen van ten hoogste 4 kW, met een maximumsnelheid van 55 km/u onder voorwaarde dat:		This permit is strictly issued for a moped – a two- or three-wheeled motor vehicle, which is not fitted with a closed bodywork, and which is equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm³ or an electric motor, with a power output not over 4 kW, limiting the attainable speed to 55 km/h under conditions that -	
• deze vergunning op eerste vordering van de politie ter inzage wordt afgegeven • deze vergunning behoudens eerdere intrekking zijn geldigheid verliest twaalf maanden na datum afgifte		• this permit is presented for inspection at the first summons by the police • this permit loses its validity twelve months after the date of issue, unless previously revoked	

An example of a moped permit

Issued for 12 months and renewable

Road markings (Wegmarkeringen)

Road markings are white, yellow or blue coloured lines or shapes painted on the road surface or alongside or on top of kerbsides; they –

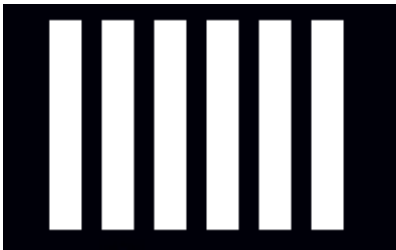
- inform
- warn
- give directions
- give orders

Road markings placed across the road surface



Solid long line(s)

Stop line(s), a single line or double lines, mark the place at which drivers must stop in front of when these lines are accompanied by a stop signal from an authorized person, a stop sign, a red traffic light, a stop light (e.g., border crossing, bridge, bus stop etc.)



Solid wide and long stripes

Pedestrian (zebra) crossing – In Dutch: Voetgangersoversteekplaats (VOP)

These solid, wide lines or stripes mark an official pedestrian crossing



Broken wide and short squares

These indicate a crossing point for cycles; whether drivers must give the right of way depends on the absence/presence of other signals and signs. I.e., if accompanied by a give way sign, you will have to give cyclists the right of way when approaching from your right or left



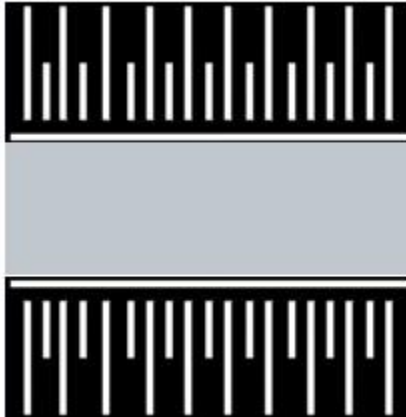
Broken narrow lines

These so-called 'channelling lines' indicate a crossing point for pedestrians; whether drivers must give the right of way depends on the absence/presence of other signals and signs



Triangular markings

These so-called 'shark's teeth' (haaiantanden in Dutch), are placed upon the approach to a priority road/junction to support the 'give-way' sign. Here, drivers must give the right of way to all other drivers crossing their road at the junction ahead



Piano keyboard markings

These so-called piano keyboard markings can be seen at entrance/exit constructions, ramps, humped junctions, humped pedestrian crossings and speed humps

The priority can be regulated by the construction into which they are incorporated.

At a raised junction all the roads leading to that junction will have these road markings



Staircase markings

These so-called staircase markings warn of a hazardous situation ahead and have the same meaning as the white zigzags

Road markings placed vertically on the road surface

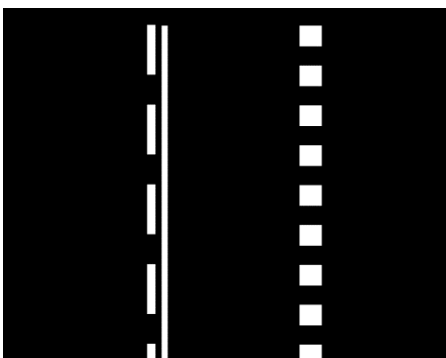


Vertical lines

A solid narrow or broken line: serves as a lane or carriageway edge line or a center line

A solid double narrow line: serves as a double center line
A broken wide line: serves as a divider line

The combination of a solid narrow and a broken narrow line: serves as a combination of a centre or divider line with a warning line (lines can be reversed)



Block marking

Drivers to the right of a block marking, this is a sequence of white squares painted on the road surface, may overtake drivers to the left of this marking on the right

Therefore, where lanes are separated by a block marking, drivers may overtake each other on the right and left.

Here, a driver in the rightmost lane may overtake a driver that is on the other side of this block marking: this will, of course, mean that she/he is going to overtake that driver on the right and **that** is what is allowed here!



A vertical solid line immediately adjacent to a vertical broken line

These broken and/or solid white lines divide the carriageway of a road –

- into two halves of that carriageway, one for each direction of travel
- into two or more lanes, for the same direction of travel

Here this applies –

- when the line **nearest** to you is **solid**, you **must not** cross it
- when the line **nearest** to you is **broken**, you **may** cross it

Therefore, here when the line **nearest** to you is **solid**, you **must not** cross it by moving from right to left, but an **oncoming** driver may cross the line nearest to her or him as it is **broken**: that driver will be moving from its right to its left!

Note that this image only serves as an example and that **both** lines can either be broken or solid; also, the line on the right can be broken and the line on the left can be solid



Zigzag's

These so-called zigzag lines, often referred to as a 'lightning strip' in Dutch: 'bliksem teken'), warn of a hazardous situation ahead.

Often seen at the narrowing of the road, the approach to a pedestrian crossing, the approach to a crossing place for cyclists and/or pedestrians, speed humps, speed cushions, a dangerous junction, or a junction after a sharp curve etc.



Hatch markings

These diagonal road markings indicate a hatched area and are referred to as hatch markings. Their purpose is to channel the traffic to another part of the carriageway. Also used to give advance information about an extra lane or warn of the end of a lane.

Further, they can cover the vehicle's rear, where traffic turning needs protection

Drivers must not cross or drive on or over these markings. These hatch markings define a dangerous area where it is necessary to separate the streams of traffic completely, such as a sharp bend or hump, or where turning traffic needs protection



Merging point

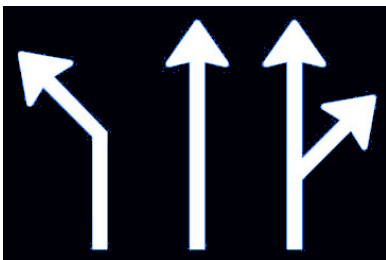
Merging points are where roads merge; drivers must not cross these lines



Diverging point, and obstacle point

Diverging points are where roads become separated from each other; drivers must not cross these lines

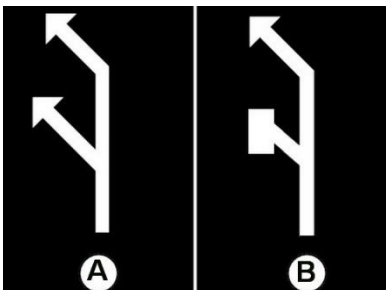
Also used as an advance warning for an obstacle



Directional arrows

The basic layout of directional arrows placed in filter lanes
Other layouts are possible

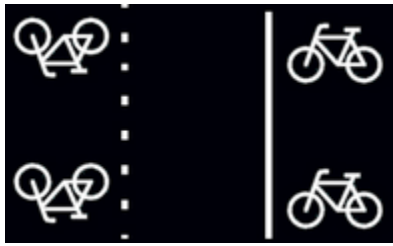
Combination and variation of the basic layout:



At road marking A, with double left-turn arrows, drivers may turn left at either the first or the second road at the junction ahead

At road marking B, with the combination of a dead-end marker and a left-turn arrow, drivers must not enter the first road on their left but may only turn left at the second road

Other layouts are possible



Cycle lane

A cycle lane is a marked-out lane on the carriageway showing the symbol of a cycle and separated from the rest of the carriageway by either a broken or a solid boundary line; crossing these lines is permitted when they want to overtake each other.

Generally, the road surface will be coloured red or reddish, like red asphalt.

Cyclists (fietzers in Dutch) may sometimes depart from a cycle lane with either a broken or a solid boundary line. This means that where necessary, cyclists may do this briefly. An example could be to overtake another very slow-moving wide rider or to pass an obstacle that is partly obstructing the lane ahead.

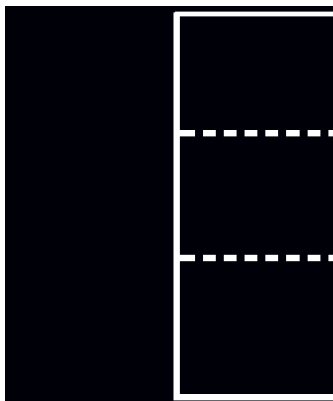
This also applies to the other riders/drivers that may use such a cycle lane -

- drivers of disabled persons' vehicles
- E-bikers
- power-assisted cycle riders
- snorfietzers (light moped riders)

EXPLANATION - Being allowed to cross the broken boundary line is quite understandable but crossing the solid boundary line might need a little more explanation. You see, although it might be easy for two-wheelers to step off, walk over the pavement, and then back onto the cycling again, this does not apply to drivers of disabled persons' vehicles

They would have to try to mount the kerbside travel over the pavement, and then back again to the cycle lane; all in all, that can be quite a hassle and, in some cases, maybe even prove dangerous.

Examples of new area markings continued



Parking squares

White boxes on the carriageway mark out these parking squares; these separated from the rest of the carriageway and each other by either a broken or solid boundary line

Squares can be positioned diagonally, horizontally, or vertically in relation to the road's axis

These squares can have a text indicating a specific target group, like bus, minibus, taxi etc.



Symbols

Warning triangle | Cycle symbol



School Zone

Advance road marking to warn drivers of a school zone
Text can differ



End of School Zone

Road marking to inform drivers of the end of a school zone
Text can differ



Texts

BUS
STOP





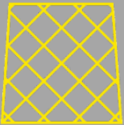
Figures






30 km/h - 40 km/h
Others are possible

Additional information







White is the *standard* colour for all the road markings shown above
Yellow is used as the colour for *temporary* road markings

Examples of road lineage (fixed colours), and box junctions (two colours possible). The blue and yellow lines run parallel to the centre line of the road and are painted at the carriageway's edge, or on top of that kerbside. These can be placed on either the right, the left, or on both sides of the carriageway.


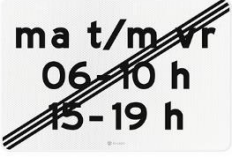





 Parking disc zone	 No standing still	 No parking		Box junctions: keep clear ← →	
Within this zone, drivers of motor vehicles on more than <i>two</i> wheels must always display a properly set blue parking disc when wanting to park Solid double white lines as road markings can accentuate the entrance to an end of a parking disc zone	Alongside this line, drivers must not stand still (read: stop) with their vehicle at any time.	Alongside this line, drivers must park their vehicles at any time. Standing still (stopping) is allowed, but strictly only for immediately picking up and/or setting down passengers, and/or (un)loading bulky and heavy goods.	The purpose of a <i>box junction</i> is to mark an area of the road with these painted lines, making it more clear to drivers that this part of the road must not be blocked at any time. Keeping this area clear enables, for example, ambulances to enter a hospital entrance, or emerge from its exit without the necessity for vehicles that might otherwise be blocking its passage to reverse. White paint is used as the standard colour, yellow paint can make this more conspicuous, though.		






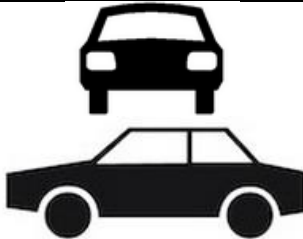








Additions to Appendix 1 - Chapter B – sub-plates for priority signs			
Additional sub-plates for the priority signs B1 and B3 indicating the course of a priority bend			
<ul style="list-style-type: none"> the thick black curved line indicates the course of the priority road or junction the thin black line(s) represent one or more side roads, which must give the right of way to the thick black line the course of the priority bend may differ; the examples shown are exemplary 			
	Priority bend to the left Sub-plate showing one incoming side road from ahead		 Priority bend to the left Sub-plate showing one incoming side road from the right
	Priority bend to the right Sub-plate showing one incoming side road from the left		 Priority bend to the left Sub-plate showing two incoming side roads, one from ahead and one from the right
	Priority bend to the right Sub-plate showing one incoming side road from ahead		Note that when there is no priority sign (B1 or B3) above the sub-plate, the sub-plate merely shows the course of the through carriageway

Article 8 further explained

Subplates (Onderborden in Dutch) - as referred to in article 8, sub 3 a, b, and c			
Sub-plates placed under traffic signs and traffic lights may include a further explanation of that traffic sign or traffic light. It must also be noted that the sub-plates can only limit the effect of the sign under which they are placed and not extend an imposed restriction.			
For example, a sign prohibiting a turn can have a sub-plate showing symbols of vehicles to which this prohibition only applies, like cycles.			
A sub-plate can also display the word 'uitgezonderd', meaning 'except for' which limits the effect of the prohibition by excluding those shown. If the sub-sign only contains pictograms, the above sign applies to the depicted road users (see below).			
	Sub-plate showing that the above restriction only applies to vehicles shown		 Sub-plate showing that the above restriction does not apply to vehicles shown
	Sub-plate showing that the above restriction only applies to vehicles shown		 Sub-plate showing that the above restriction does not apply to vehicles shown
	Sub-plate at a traffic light indicating that cyclists (fietsers) may turn right on red ; can also be next to the light		 Sub-plate at traffic light indicating that cyclists (fietsers) and moped riders (bromfietsers) may turn right on red ; can also be next to the light

OB – Other sub-plates with figures and/or texts

 verhoogde rijbaanscheiding	Warns of a raised divider between carriageways at a so-called turbo roundabout This can be particularly important for motorcyclists and other riders of two-wheeled vehicles; crossing such a divider can be dangerous and cause instability, especially when the road surface is wet		
ma t/m vr 06-10 h 15-19 h	Only applies on days and between times shown: Monday through Friday 6 am – 10 am & 3 pm – 7 pm		End of when it only applied on days and between times shown: Monday through Friday 6 am – 10 am & 3 pm – 7 pm
alleen op maandag	Only applies on the day shown: here it is Monday	7-14 h	Only applies between the times shown here is 7 am – 2 pm
ma t/m vr 6 - 19 h	Only applies on days and between times shown	1 ^e t/m 15 ^e van de maand	Only applies on days 1 through 15 of the month
uitgezonderd berm	Excludes the verge	16 ^e t/m 31 ^e van de maand	This only applies on days 16 through 31 of the month
uitgezonderd lijnbusen	Excludes buses running a scheduled service	uitgezonderd bestemmings- verkeer	Excludes those with a destination beyond this point
uitgezonderd lijnbusen	Excludes police vehicles		This applies to either side
	This applies from the left and right directions		This applies in the left and right directions
... m	This applies after the distance shown		This applies to both directions
↑ ... km ↑	This applies from here on, over the distance shown	zachte berm	Indicates a soft verge
gratis	Shows that the service is free of charge	maaien	Shows that mowing is in progress ahead; text can vary
 brug open motor uit	Switch the engine off when a bridge is open (closed to traffic) Avoid the unnecessary emissions of carbon dioxide, and other toxic fumes, and reduce engine noise		

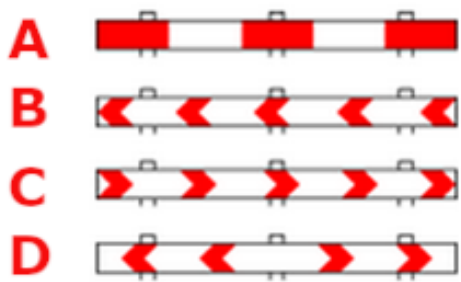

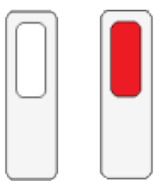


Pictograms used on signs, sub-plates, and road surfaces as referred to in article 8, sub 4			
To which road user a certain rule applies can be shown by placing pictograms representing certain categories of road users on signs, sub-plates, and road surfaces. As one pictogram can often apply to several types of road users, it is important to understand the general meaning of these.			
Note that, unless indicated otherwise, pictograms shown on sub-plates have the same meaning as incorporated in the Appendices of the RTO of 2022. Therefore, the pictogram of the (pedal) cyclist also represents snorfietsers!			
	The pedestrian This applies to pedestrians and those classed as pedestrians		The (pedal) cyclist This applies to cyclists, disabled persons' vehicles, E-bikes, power-assisted cycles and snorfietsers
	The moped Applies to mopeds		The motorcycle Applies to solo motorcyclists, and motorcyclists with a sidecar or a trailer
	The tractor e.g. This applies to motor vehicles (self-propelled machinery) that cannot or may not drive more than 40 km/h		The passenger car Motor vehicle for the transportation of not over 8 passengers Applies to motor vehicles on more than two wheels
	The delivery van Motor vehicle for the transportation of goods with an MAM not over 3500 kg		The truck/lorry Motor vehicle for the transportation of goods with a MAM over 3500 kg
	The minibus Motor vehicle equipped for the transport of a maximum of eight passengers for which a category B driving licence and permit is required		The bus Motor vehicles for the transportation of over 8 passengers
	The ATV & Quad Applies to All-Terrain Vehicles and Quads		The trailer A trailer being pulled by any vehicle
	The horse rider Also referred to as an equestrian		Livestock/Cattle/Donkey Livestock are the domesticated animals raised in an agricultural setting to provide labour and produce diversified products for consumption such as meat, eggs, milk, fur, leather, and wool

Fences, markers and posts

Although not mentioned in your RTO, below you can see examples of –

- fences
- markers
- posts

that you can come across on Sint Eustatius.

	<p>A Warning fence Indicating a broken road section, a road narrowing, a riverbank, or the like ahead</p> <p>B, C & D Warning fences Indicating the direction of travel</p> <p>You cannot continue ahead any further, but you can turn left at B, right at C, and left or right at D</p> <p>Reduce your speed here!</p> <p>Especially at night, these are visible well in advance, because of the reflection of your headlights</p>
	<p>A Sharp deviation of the route to the left</p> <p>B Sharp deviation of the route to the right</p> <p>The red chevrons on a barrier or a fence, mark a sharp curve or a bend</p> <p>Especially at night, these are visible well in advance, because of the reflection of your headlights</p>
 <p>Reflection or verge posts</p> <p>Placed on the verge alongside roads (mainly outside the built-up area) and generally at 50-meter intervals</p>	 <p>Markers are used to segregate a part of the road, due to maintenance, roadworks etc.</p> <p>Note that you must always pass such markers on the side where the lowest end of the red bar is</p>
<p>White verge posts are placed on the left</p> <p>Red verge posts are placed on the right</p> <p>At night these improve the visibility of the road and the actual course of the road ahead</p>	 <p>Line painters at work</p> <p>One or more lanes can be closed over a certain distance</p> <p>The new wet paint can be temporarily protected by traffic cones</p> <p>Wet paint is slippery for two-wheelers</p>

Bicycles and the like

As seen above the rules that apply to pedal cyclists, also called bicycles, also apply to drivers of disabled persons' vehicles, E-bikes, power-assisted cycles and snorfietzen.



Snorfietzen are low-powered mopeds, on Sint Eustatius with a maximum permitted speed of 30 km/h.

In the theory test questions, this Dutch word is left untranslated, because there is no absolute English word for this.

Sometimes these vehicles are also referred to as 'light-mopeds'.

Remember that –

- cyclists
- riders of E-bikes
- riders of power-assisted cycles
- riders of snorfietzen

with a maximum permitted speed of 30 km/h, ride on –

- cycle paths
- cycle lanes

If there is no cycle path or cycle lane, they must keep to the right of the carriageway as much as possible.

Drivers of disabled persons' vehicles use the –



- carriageway
- cycle path
- cycle lane
- footpath
- pavement (sidewalk)

This means that they have a free choice to use whatever they like, or whatever is considered to be the safest when all are available.

When using the footpath or pavement they must not exceed a walking pace, which is set at 15 km/h.

The rules of this RTO relating to **pedestrians** also apply to drivers of disabled persons' vehicles when –

- they are using a footpath or pavement
- they are crossing from one footpath or pavement to another

Unless otherwise provided for in this RTO, drivers of disabled persons' vehicles otherwise follow the rules applicable to **cyclists**.

Questions relating to dangers and hazards

Introduction

In the theory test the candidate can be confronted with questions relating to the –

- recognition of dangers
- perception of hazards

These so-called **Hazard Perception** questions will require a certain response from the candidate to what is being seen in the image in relation to the vehicle's speed shown on the vehicle's speedometer in km/h.

Each question will require the candidate to select **one** out of **three** answer actions that must be undertaken to keep the displayed situation safe and sound, it is either **Brake, or Release the accelerator, or Nothing.**

Explanation

1. **BRAKE** means -
drastically reducing the speed or even stopping. This might be necessary to avoid a dangerous situation or even an accident. Braking might also be necessary to maintain a safe distance from a preceding vehicle.
2. **RELEASE THE ACCELERATOR** means -
release the accelerator to reduce the speed gradually, e.g., to obtain a better overview of a traffic situation, to pass another road user safely or to slightly increase the distance to a preceding vehicle. Releasing the accelerator will only result in a slight speed reduction at first. In contrast, if the pedal is released for a longer period, the speed reduction will be much more noticeable.
3. **NOTHING** means -
that the driver/rider will continue to drive/ride on at the same speed. Performing such an action means not having to brake or release the accelerator.

Considering the importance of responsible traffic participation and environmentally conscious driving, these types of questions will, amongst others, refer to hazards related to -

- the condition of the driver (tiredness, proficiency, physical and mental condition, alcohol, and medications)
- the driver's vehicle characteristics and condition
- the presence and behaviour of other road users
- road conditions, visibility, and weather circumstances

An example of a multiple-choice hazard perception question with 3 standard answers:

☐ brake ☐ release the accelerator ☐ nothing, of which only one answer is correct



Question: What would you do here: brake, release the accelerator, or nothing? **Answer:** brake

Here, you must brake to keep this situation safe. 55 km/h (see speedometer) is too fast here now, even though you are driving under the speed limit (see sign).

Case in point: there is an oncoming cyclist who is maybe going to overtake the herded goats. There are goats to either side; sounding the horn with scare them and is, therefore, prohibited in this situation.

To do nothing is not an option, and only by releasing the accelerator, you will not reduce your speed enough in time. Brake and see how things develop before continuing.

At a crossing



At this crossing with roads of equal status, the car does not have to give the right of way to any other road users; the cyclists must give the right of way to drivers approaching from their right

The car must give the right of way to drivers of motor vehicles from its right, but the man pushing the wheelbarrow is a pedestrian and not any type of driver!

The fact that the car is turning left here does not change the sequence of priority; only if the car had been emerging from an exit here, would it have to give the right of way to the cyclists and the pedestrian

Therefore, the correct sequence of priority here is car, cyclists and man with the wheelbarrow

Good to know

Note that whether the other driver is continuing ahead or turning off (turning the corner) is irrelevant: a change in direction does not restrict or limit the other party's priority (right of way) when that driver is approaching from your right or left.

Also note that priority rules are absolute, meaning that even if the other driver has stopped you must first start by giving the right of way; if the driver cannot, due to circumstances, or may not because by doing so he would block the junction, make use of this right, then you can consider driving on after there has been eye contact with the other driver.

At T-junctions

Drivers approaching along a road that connects perpendicular or almost perpendicular to another road and ends there, meaning a no-through road (also called a dead-end), must give the right of way to all drivers approaching along that other through road.

Therefore, for example –

- a car travelling along a no-through road that is approaching a through road gives the right of way to a motorcyclist from its right, and a cyclist from its left, but **not to pedestrians** from either its right or left
- a cyclist or pedestrian travelling along a through road that is approaching a no-through road on its right does not have to give the right of way to a car or motorcyclist from its right

Signals given by authorized persons, traffic lights, priority signs (B1 through B7), road markings (shark's teeth), road surfaces (unsurfaced versus surfaced) and entrance/exit constructions overrule these priority regulations.

Let u take a look below -



At this **T-junction**, two roads connect perpendicularly

The **taxi** and the **man with the wheelbarrow** (a pedestrian) are on the **same road**

The correct sequence of priority is car, man with wheelbarrow, taxi

The car does not have to give the right of way to the man pushing the wheelbarrow

Only if this pedestrian had been crossing at a pedestrian crossing the car would have to have given him the right of way

However, the taxi must because for the taxi he is a road user continuing ahead on the same road

At a Y-junction



At this **Y-junction**, all three roads connect more or less **diagonally**: here, all road users are on **different roads**

The moped goes first because she does not have to give the right of way to anyone. Then the car and the cycle can turn off at the same time

Here, the standard priority rule applies: drivers of motor vehicles only give the right of way to motor vehicles from the right and 'slow traffic' (like cyclists and equestrians) gives the right of way to motor vehicles from the left and also to all drivers from the right

Therefore, the correct sequence of priority here is moped, car and cycle

What are the characteristics of this type of Y-junction?

- here, drivers will **only** be approaching other drivers from their **right** or **left**
- here, drivers **cannot** have other road users **continuing ahead** on the **same road**
- the roads meet at either an **acute** angle (less than 90 degrees) or at an **obtuse** angle (between 90 and 180 degrees)

Other examples of theory test questions

An example of a multiple-choice question with 2 or more answers, of which only one answer is the most complete and/or correct



Question: Which riders and/or drivers can you expect on this cycle lane here?

Answer options:

- A** ☐ cyclists, drivers of disabled persons' vehicles, E-bikers, power-assisted bicycle riders, and snorfietzers
- B** ☐ cyclists, drivers of disabled persons' vehicles, E-bikers, and power-assisted bicycle riders
- C** ☐ cyclists, drivers of disabled persons' vehicles, and E-bikers

Here, only answer **A** is totally correct, because it covers all those that you can expect here: cyclists, drivers of disabled persons' vehicles, E-bikers, power-assisted bicycle riders, and snorfietzers.

The other two answers are only partially correct, as they do not mention all riders and/or drivers that you can expect here.

Using the same picture, we can also show an example of a yes or no question: a question that you must answer with either a YES or a NO

Question: Are moped riders allowed to ride on this cycle lane here?

Answer options:

- A** ☐ yes
- B** ☐ no

The answer is **no**: moped riders must not ride on cycle lanes anywhere. They must always ride on the carriageway!

An example of a multiple-response question with several answers, of which more than one answer can (!) be correct: here, all the correct answers must be marked



Sint Eustatius
Caribisch Nederland
Dutch Caribbean

Uitvoering Wegenverkeersverordening 2022
Complying with Road Traffic Ordinance 2022

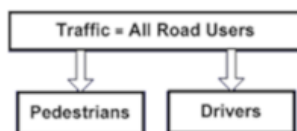
DriveRight International
DRITTS 2023 ©
Driving Theory Test Systems

Question: Which road users, besides pedestrians themselves, are also classed as pedestrians? (You must mark ALL the correct answers)

Answer options:

- A** ☐ persons walking while pushing a cycle
- B** ☐ persons walking while pushing a moped
- C** ☐ persons walking while pushing a motorcycle
- D** ☐ persons pulling and pushing a handcart
- E** ☐ persons leading a riding animal
- F** ☐ persons herding goats

Here, only answers **A**, **B**, and **C** are correct: the persons mentioned under E and F are not classed as pedestrians but as drivers.



Therefore:

- **Pedestrians** are part of the **traffic**, but they are not **drivers**.
- **Drivers** are part of the **traffic**, but they are not **pedestrians**.

An example of an open question, that you must answer by entering numbers, like 15, 30, 40 and so forth



Question: Within how many meters from a pedestrian crossing are pedestrians legally obliged to use them, when wanting to cross the road? (Answer by entering numbers, like 15, 30, 40 and so forth)

Answer option:

__

The answer is **30**

The law says-

Pedestrians are only allowed to cross carriageways and cycle paths –

- at a right angle in relation to the direction of the traffic
- when exercising caution
- when crossing without undue delay
- when using the pedestrian crossing, where it is within a distance of 30 meters

An example of an open question, that you must answer by entering one shown number only, like 1 or 2 or 3 and so forth



Question: Who goes first here? (Answer with ONE number only, like 1, 2, 3, or 4)

Answer option:

☐ _

The answer is **4**

This is an example of a traffic situation at a T-junction: the motorcyclist (#4) does not have to give the right of way to anyone and, therefore, goes first.

It does not have to give the right of way to either pedestrian #3 or pedestrian #1, as neither of them is crossing at a pedestrian crossing.

The right-turning moped # 2 is approaching this T-junction along the road that ends here (the dead-end or no-through road) and must give the right of way to all drivers coming from its right and left on the through road.

This right-turning moped must, however, give the right of way to pedestrian #1, who is a road user continuing ahead on the same road from which this moped is turning off.

The correct sequence of priority here can therefore be one of the following options –

- 4312
- 4132
- 4123

An example of an open question, that you must answer by entering the shown numbers in a certain specific sequence, like 123, 231, 1234, 2341, 34512 and so forth



Question: What is the correct sequence of priority here? (Answer by entering the shown numbers in a certain specific sequence, like 123, 231, 1234, 2341, 34512 and so forth)

Answer option:

☐ _____

Here, the answer is **1234**

This is an example of a traffic situation at a junction (crossroads) with roads of equal status: the moped (#1) does not have to give the right of way to anyone and, therefore, goes first.

It does not have to give the right of way to the pedal cyclist (#4): the moped is classed as a motor vehicle and, therefore, must only give the right of way to motor vehicles coming from its right.

Then we are left with two drivers (!) of non-motorised vehicles and one person (#3) leading goats, who is also classed as a driver.

Regarding #2 this applies: the rules relating to pedestrians also apply to drivers of disabled persons' vehicles if they use a footpath or pavement or cross from one footpath or pavement to another; otherwise they follow the rules applicable to pedal cyclists.

Therefore-

#4 must give the right of way to #3, a driver from its right

#4 must give the right of way to #2, a road user continuing ahead on the same road

#3 must give the right of way to #2, a driver from its right

Foreign driving licence exchange policy

Holders of valid foreign national driving licences taking up their residency in Sint Eustatius are legally permitted to drive motor vehicles of the same held valid driving licence categories during a contiguous grace period of one hundred eighty-five (185) days at the most, counting from the day of being registered as a resident at the Civil Registry's Office. When a held foreign driving licence expires sooner, this period is limited to that date.

When only holding a valid so-called international driving licence ([see page 80](#)), also referred to as an international driving permit (IDP), there is no granted entitlement to drive motor vehicles; it must be based on a current valid national driving licence.

Where the text of that national driving licence is other than Dutch, English or French, an IDP can be required as an acceptable legal translation of the relevant foreign writing.

To guarantee a seamless transmission of a driving entitlement, the holder of that driving licence **must** exchange it for a driving licence of Sint Eustatius through the Civil Registry **within** this grace period; but whether this is possible depends on the country in which that national driving licence was issued.

Driving licences that were issued in the countries of the Kingdom of the Netherlands (Aruba, Bonaire, Curaçao, Saba, Sint Maarten) qualify for such a direct exchange, providing the driving licence –

- is still valid
- is still within an expiration period not over 24 months

However, there are conditions for such a direct exchange: The applicant –

- must be registered as a resident at the Sint Eustatius Civil Registry
- must hold a valid proof of identity or a residence document
- must, when required, produce proof of authenticity or allow that to be requested and obtained
- must have held that national driving licence during a proven contiguous period of residency in that country for at least 185 days
- must not have any still applicable suspensions or other legally restrictive endorsements on the driving licence held

Additionally, there is a limited list of countries, outside the Kingdom of the Netherlands, from which a valid national driving licence can also qualify for an exchange, whereby in addition to the above-mentioned conditions –

- the applicant must not have been registered as a resident at the Sint Eustatius Civil Registry for more than 185 days
- the applicant holds and can present her/his acquired Grace Period Permit, which was issued once only for a driving entitlement ([see page 81](#))

Acceptable norm

The internationally accepted starting point here is that –

- driving licences from countries, where is driven on the right, can only qualify where a stable contiguous political and trustworthy environment has been and is continually established
- totally objective norms govern the issuing of their national driving licences
- demonstrated general assessment levels in terms of road traffic theoretical knowledge and required driving proficiencies more or less equal those used by Sint Eustatius

These countries are –

- **Countries of the European Union**

Austria, Belgium, Bulgaria, Croatia - Czech Republic, Cyprus, Greece only, not Turkey, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden

- **European Free Trade Association countries**

Norway, Iceland, Liechtenstein and Switzerland

- **Listed Countries outside the EU/EFTA**

Additionally, there are some countries, as listed below, from which a driving licence can also qualify for an exchange; acceptable exchangeable categories are listed under the caption **Category** -

Country issued	Category
Andorra	category B (passenger car)
Canadian Provinces Alberta and Quebec	category B (class 5, passenger car)
Collectivité de Saint-Martin Antilles Française	categories: all
Monaco	categories: all

Applicants holding –

- driving licences issued by a country not listed, for example, a driving licence from America or the United Kingdom
- expired driving licences issued by a country within the Kingdom of The Netherlands not within an expiration period of 24 months
- other expired driving licences

do **not** qualify for an exchange but must take a -

- Sint Eustatius' theory test
- Sint Eustatius' driving test

to obtain a Sint Eustatius driving licence.



Note that solely holding an international driving licence/permit (IDP), even when still valid, offers no legal entitlement to ride or drive any motor vehicle.

The underlying valid national driving licence is the only legal basis for issuing and using such a document.

If the holder did not qualify for a direct exchange within the grace period of 185 days at the most, she/he will either have to stop riding or driving that motor vehicle or must have obtained the national driving licence.

In these cases, the applicant will always have to take the Sint Eustatius theory and a driving test; theory test passes in other countries, even within the three BES countries, are not interchangeable.

Also, when wanting to upgrade from an automatic only to a manual driving licence or when wanting to add categories, the applicant must already hold a valid Sint Eustatius driving licence.


Good to know

For each driving licence category Sint Eustatius has a unique theory and practical (read: driving) test. This means that a person cannot use, for example, a theory test pass for a category B (passenger car) driving licence for a category C (lorry/truck) driving test: therefore, you will need to first take and pass the category C theory test before qualifying for a category C driving test.

Also, the category C (lorry/truck) and D (bus) theory and riding tests can only be applied for when already holding a valid Sint Eustatius' category b (passenger car) driving licence.

Exception

A holder of a valid Sint Eustatius' category A (motorcycle) or category B (passenger car) driving licence, automatically qualifies to ride a moped: a two- or three-wheeled motor carriage (read: motor vehicle), not fitted with a closed bodywork, and equipped with an internal combustion engine with a cylinder capacity not exceeding 50 cm³ or an electric motor, with a maximum power output of 4 kW, with a maximum attainable speed of 55 km/h.



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Office of Island Governor
Kantoor Gezaghebber

GRACE PERIOD PERMIT ISSUED ONCE ONLY FOR DRIVING ENTITLEMENT
TERME DE GRACE EENMALIG AFGEGEVEN VERGUNNING VAN UW RIJBEVOEGDHEID

THIS PERMIT IS ISSUED ONCE ONLY AND IS VALID FOR 185 DAYS AT THE MOST AFTER THE DATE OF ISSUE, AND OTHERWISE EXPIRES ON THE EXPIRY DATE OF THE NATIONAL DRIVING LICENCE ON WHICH THIS IS BASED.
DEZE VERGUNNING WORDT SLECHTS EENMAAL AFGEGEVEN EN IS GEDIGD GEDURENDE 185 DAGEN NA DATUM AFGIFTE, EN VERVALT ANDERS PER DE VERVALDATUM VAN HET NATIONAAL RIJBEWIJS WAAROP DEZE AFGEGEVEN IS.

Date | Datum

The undersigned authority hereby declares that | Hierbij verklaart de ondergetekende autoriteit dat -

Family name/names | Familiennaam/namen

First names in full | Voorna(a)m(en) voluit

Date of birth | Geboortedatum

ID: ☐ Pas(s)port ☐ Card | Kaart ☐ Number | Nummer

Place of birth | Geboorteplaats

Country of birth | Geboorteland

Address | Adres

Email address | Email adres

Phone number(s) | Telefoon nummer(s)

Qualifies for a | In aanmerking komt voor een -
permit issued for 185 days | vergunning verstrekt voor 185 dagen

Category | Categorie ☐ AM ☐ A ☐ B ☐ C ☐ D ☐ BE ☐ CE ☐ DE ☐

Driving licence number | Rijbewijsnummer = Automatic only | alleen automaat

Known restrictions | Bekende beperkingen

Issued on behalf of the Governor of Sint Eustatius | afgegeven namens de Gezaghebber van Sint Eustatius
Mr/Dhr R. R. Hassell LL.M, Head of Cabinet Office of Island Governor | Hoofd Kabinet Gezaghebber

This permit is valid until | deze vergunning is geldig tot

Signature | handtekening

Reset form

Print form

Email form

Remember to plan your theory + driving tests in time to obtain a Sint Eustatius driving licence, ensuring a legal seamless driving transition | Vergeet niet op tijd uw theorie- en praktijkexamen in te plannen voor een rijbewijs van Sint Eustatius, opdat u naadloos legaal kunt blijven rijden.

This declaration is only valid in its original state and when signed and dated by the Governor! | Deze verklaring is alleen geldig indien in originele staat en voorzien van hand- en dagtekening Gezaghebber!

Public Notice Board



The Public Entity of Sint Eustatius has an obligation to supply relevant information and updates towards its driving schools/instructors and those needing to take their theory tests. This is why notices that are important to them will be communicated through public notice boards.

On the left, you can see an example of a Public Notice Board.

These can be found at both Theory Test Centers and at the Customer Service Desk (Klanten Loket).

This is an external lockable notice board with a watertight seal for inside and outside, that can be secured and standing in both indoor and outdoor spaces, like –

- a wall
- attached to a signpost
- attached to a lamppost
- attached to another flat surface

Explanation

On these Public Notice Boards, notices will be displayed regarding any important changes to the theory test system; also, when new Parts and/or Topics are going to be added, this information will be communicated at least three months before these changes.

Further, any additional important road traffic information will be communicated through these boards. For example, placing this under the sign indicating a Tow Away Zone can inform the public about what they specifically need to know at this location.

Advantages

Being transparent in supplying such information is not only an obligation that an enforcing authority has towards the general public or a specific target group, but it also reduces the chance of miscommunication and misunderstandings versus the authority that is enforcing these rules.

One cannot just simply say and claim: 'Oh, I did not know about this', or 'I did not understand this'.

Regarding parking, this information notice can, for example, include:

- consequences of being in violation and getting towed away
- the telephone number to call for information
- location of possible vehicle pound
- financial settlement procedures
- address to visit for collection
- opening days/hours pound

Title: THEORY TEST SERVICE DOCUMENT for Sint Eustatius**Authors:**

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Based on internationally accepted norms pertaining to road traffic legislation, education, internationally accepted and accredited documentations, publications, and current operational systems

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Ministerie van Toerisme, Economische Zaken, Vervoer en Telecommunicatie Sint Eustatius
The Dutch Caribbean Road Traffic Safety Council

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