

riageway opposite to that appropriate to the direction of traffic and has moved his vehicle or animals over towards that side for the purpose of taking another road, to enter a property bordering on the road, or to stop on that side.

2. Before overtaking, every driver shall, without prejudice to the provisions of Article 7, paragraph 1, or to those of Article 14, of this Convention, make sure:

(a) that no driver who is following him has begun to overtake him;

(b) that the driver ahead of him in the same lane has not given warning of his intention to overtake another;

(c) that the lane he is about to take is clear far enough ahead, having regard to the difference between the speed of his vehicle while overtaking and that of the road-users to be overtaken, for him not to endanger or impede oncoming traffic; and

(d) that, except when using a lane closed to oncoming traffic, he will be able, without inconvenience to the road-user or road-users overtaken, to resume the position prescribed in Article 10, paragraph 3, of this Convention

3. In pursuance of the provisions of paragraph 2 of this Article, overtaking on two-way carriageways is in particular prohibited when approaching the crest of a hill and, if visibility is inadequate, on bends, unless there are at these points lanes defined by longitudinal road markings and overtaking is carried out without leaving the lanes marked as closed to oncoming traffic.

4. When overtaking, a driver shall give the road-user or road-users overtaken a sufficiently wide berth.

5. (a) On carriageways with at least two lanes reserved for traffic moving in the direction in which he is proceeding, a driver who would be obliged, immediately or shortly after moving back to the position prescribed by Article 10, paragraph 3, of this Convention, to overtake again may, in order to perform that manoeuvre, and provided he makes sure he can do so without

på den side af kørebanen, der er modsat færdselsretningen — har ført sit køretøj eller sine dyr over mod denne side for at svinge med det formål at køre ad en anden vej, køre ind til en ejendom, der er beliggende ved vejen, eller at standse i den pågældende side.

2. Før overhaling skal enhver fører uden præjudice for bestemmelserne i art. 7, par. 1, eller i art. 14 i denne konvention forvisse sig om:

(a) at ingen fører, som kører bagved ham, er begyndt at overhale ham;

(b) at føreren foran ham i samme vognbane ikke har givet tegn til, at han vil overhale en anden;

(c) at den vognbane, han vil benytte, under hensyntagen til forskellen i hastigheden af hans køretøj under overhalingen og hastigheden af de vejfarende, som skal overhales, er fri i tilstrækkelig afstand fremad, således at han ikke forvolder fare eller ulempe for modgående færdsel; og

(d) at han, medmindre modgående færdsel ikke må forekomme i den benyttede vognbane, uden at være til ulempe for den vejfarende eller de vejfarende, der overhales, vil være i stand til at genindtage den placering, der er foreskrevet i denne konventions art. 10, par. 3.

3. I overensstemmelse med bestemmelserne i par. 2 i denne artikel er overhaling på kørebaner med færdsel i begge retninger især forbudt, når føreren nærmer sig bakketop, samt, hvis oversigten er utilstrækkelig, i kurver, medmindre der på sådanne steder er vognbaner angivet ved afmærkning på langs, og overhalingen foretages, uden at vognbaner, der ifølge afmærkning er lukket for modgående færdsel, forlades.

4. Under overhaling skal føreren give den eller de vejfarende, der overhales, tilstrækkelig god plads.

5. (a) Fører, som færdes ad kørebane med mindst to vognbaner, der er forbeholdt færdslen i hans færdselsretning, kan, hvis han ellers straks eller kort efter at have bevæget sig tilbage til den plads, der er foreskrevet i denne konventions art. 10, par. 3, ville have til hensigt at overhale igen, for at foretage denne manøvre forblive i den vognbane, som han har indtaget ved den første