

## 1: Brazil Crime & Safety Report: Rio de Janeiro

*Brazil is a huge country with a wide road network spanning more than million kilometers. The best roads are generally closer to the state capitals and within a fringe of a couple of hundred km from the coast.*

Under the new rules, motorcycles will not be allowed to park on sidewalks less than three meters wide or near pedestrian crossings. Bicycles will be able to make right turns at red lights where indicated. And new traffic restrictions will go into effect in the downtown area on November . The ordinance may still be partially amended before passage on Friday, but here are some of its key components. Red lines will indicate restricted traffic in Madrid Central. These measures aim to increase road safety and reduce the chance of accidents involving pedestrians. Pedestrians The spirit of the new ordinance is to favor sustainable mobility. Bicycles Bicycles will be able to turn right on a red light where so indicated. Motorcycles and mopeds Until now, motorcycles could be freely parked on sidewalks. The new rules will prohibit this on sidewalks under three meters wide, and less than five meters from a pedestrian crossing. Motorcycles will also have to be more than two meters away from bus stops. On the other hand, there is now twice as much dedicated parking space for motorcycles in the Centro district Skates and scooters People on skates, kick scooters or other devices without a motor may use the sidewalks and other pedestrian areas as long as they travel at an appropriate speed. They may also use cycling lanes and other areas adapted for bicycles. Motorized scooters and other personal mobility vehicles will no longer be allowed on sidewalks and other pedestrian spaces, and will instead have to use bicycle lanes. Residents may enter the area in their vehicles but only park in their own neighborhood. Occasional visitors may be allowed in by residents. And those with B or C energy labels may only enter to park in a private or public parking lot, not in the street. Exceptions will also be made for people with reduced mobility, ambulances, taxis, private-hire cars and delivery vans. Electric vehicles will also be allowed into Madrid Centro. There are also 57 BiciMad public bicycle rental docking stations. English version by Susana Urra.

### 2: New Rules for Uber Drivers Hitting the Road» ¿

*Driving in Brazil is sometimes more than an option, due to the poor quality of most cities' public transportation. Any foreigner is allowed to drive for up to days with their country's driving license, unless it expires earlier. After the day period, you must apply for some tests in order to.*

Here are some of them: You would assume the driver intended to turn, but how would you know which way the vehicle was going? You might assume they were going to turn. A driver may not slow down or stop in traffic without providing an appropriate signal for the benefit of following drivers. Directional signals must be used to indicate an intention to turn, change lanes or leave a parking space. Passing Safely - Pass on the left until safely clear of the vehicle being passed. The driver being passed must stay to the right and not increase speed. When passing on a two way road, in an area which is a designated passing area, you must be able to return to the driving lane before coming within feet of an approaching vehicle. Slow Moving Vehicles - If you are driving on a multi-lane road and find that many cars are passing you on the right, you should move into the right lane and allow traffic to pass you on the left. Any vehicle which is going slower than the normal speed of traffic must be driven in the right-hand lane or at the right hand side of the road, unless it is passing traffic moving in the same direction or preparing for a left turn. Allowing Some Space - Use the "two second rule". Choose an object near or above the road ahead. As the vehicle ahead passes it, count aloud, slowly, "one thousand one, one thousand two. Allow the other vehicle to get further ahead. In bad weather, increase the count to three or four seconds for extra space. Right Turn on Red - At many intersections in New York State, governed by traffic lights, you may make a right turn when the light is red. You must come to a complete stop, check the intersection for vehicles and pedestrians, and proceed to make a right turn when it is safe to do so. Turning right on red is prohibited in cities with a population of more than one million unless a sign permits it. Turning right on red is prohibited if a sign at the intersection prohibits it. The Right of Way - A driver approaching an intersection must yield the right of way to traffic already in the intersection. If drivers approaching from opposite directions reach an intersection at about the same time, a driver turning left must yield to approaching traffic going straight or turning right. At intersections not controlled by signs or signals, or where two or more drivers stop at STOP signs at the same time and they are at right angles to one another, the driver on the left must yield the right of way to the driver on the right. A vehicle entering a roadway from a driveway, alley, private road or any other place that is not a roadway must stop and yield the right of way to traffic on the roadway, and to pedestrians. Drivers must yield to pedestrians using marked or unmarked crosswalks. You may not enter an intersection if traffic is backed up on the other side and you cannot get all the way through the intersection. A driver entering a traffic circle, or rotary, must yield the right of way to drivers already in the circle. There are special right of way rules when an emergency vehicle approaches. See the Emergency Vehicles section. It is much better to give up the right of way than to risk a crash. Traffic Control Signs and Signals - The law requires that all drivers obey traffic control signs and signals. The only exceptions are: If a traffic or police officer is directing traffic, or Emergency vehicles may proceed through traffic control devices, but are required to use caution.

### 3: Brazil - Wikipedia

*The flexibility of creating your own schedule while making cash money for driving your own car around a city you love has its appeal. Uber takes a 20% cut on every ride, but the rest belongs to the driver, after gas and other maintenance-related costs.*

The New Rules of the Road: A Progressive Approach to Globalization The new president needs a fresh approach to trade. While political and media elites wonder why international trade has emerged as a top election issue this year, we were not surprised. Trump were instrumental in elevating the issue, but it is not hard to identify the energy source behind the current debate: Global trade volumes—imports plus exports—have grown from 25 percent of global GDP in the mids to 60 percent today. In the United States, that same metric has grown from 10 percent to 30 percent with imports a larger share than exports over almost that whole time; i. We view that expansion as potentially positive, as it is through expanded trade that we seek new markets for U. But trade and contemporary free trade agreements FTAs are far from synonymous. With official U. Their message to the rest of us has been: The new rules must prioritize the economic needs of low- and middle-income families while preserving the democratic, accountable policymaking processes that are essential to creating and maintaining the environmental, consumer, labor, and human-rights policies on which we all rely. When the rules are fair, Americans can benefit from expanded trade. But when trade partners are free to lower the value of their currencies to gain trade advantages, the negative effects are twofold. Second, the capital flows that facilitate this imbalance have given rise to underpriced credit, bubbles, and, ultimately, recessions. Therefore, we must include enforceable rules against such practices in the core texts of our trade agreements and enact domestic legislation that triggers automatic action against currency manipulators, rather than simply triggering reports or dialogue. Enforceable and substantive labor and environmental rights and standards: Global commerce absent a floor of enforceable international labor and environmental standards can produce a race to the bottom between nations in wages, working conditions, and environmental and health safeguards. Globally accepted labor and environmental standards exist, but they lack effective enforcement. An efficient way to address this problem is to change the sequencing of FTAs in this space: Rewarding those who play by the rules: Selecting appropriate trade partners: The goal of U. Having the right trade partners is as important as having the right rules of the road. Here again, sequencing matters. Sadly, there is considerable empirical evidence from past U. Initiatives that should not be part of the new rules of the road Investor-state dispute resolution: We understand and respect the view that, absent some form of investor protections, developing economies may lose potential investments when the risk is high. But the current investor-state dispute settlement ISDS process overly privileges international investors while sacrificing hard-won institutions of sovereign democracy. And the data show that countries with these agreements do not attract more investment. And, this exposure is growing, as a recent explosive four-part investigative series by Pulitzer Prize-winning journalist Chris Hamby revealed. Other research reveals considerable speculation by financial investors in ISDS cases. Such investors either purchase companies with the express purpose of filing an ISDS claim or directly bankroll cases in order to claim a share of the fine. Operationally, this means that international investors must self-insure against the risk engendered by trading with countries that have legal systems they do not trust. Rules that limit consumer product protections: We must eliminate the rules in our trade agreements that require us to import food and other products that do not meet our safety standards. We must also eliminate limits on border safety inspection and on labeling regimes that provide consumers with the information they need to make knowledgeable choices in the marketplace. Patent and copyright protections: Given that the World Trade Organization already requires countries to enact lengthy patent and copyright protections, future trade agreements must not further limit the competition that brings down medicine prices and ensures affordable access to life-saving drugs. Nor should they limit the ability of governments to negotiate prices with pharmaceutical firms for bulk purchases of medicines to be used through government health-care programs such as Medicare and Medicaid. Extensions of copyright terms through trade pacts undermine access to information, and in the case of specific terms in pacts like the TPP, can undermine

internet freedom. Rules that limit financial regulation: Inadequate oversight of financial markets was a widely recognized cause of the Great Recession. This realization created the political space, against an extremely well-funded opposition lobby, to pass the Dodd-Frank financial reform package. We must not allow trade agreements to undermine this process or foreclose future improvements, and must therefore eliminate rules limiting financial regulation. Specifically, we must avoid bans on the use of capital controls and other macro-prudential safeguards and reject constraints on domestic regulatory policies that limit the size of financial institutions. We must also ban especially risky financial products or require firewalls to limit the spread of risk across financial products. Rules that privatize public services and limit service-sector regulation: These limits must be eliminated. Trade pacts must include requirements that all service providers that operate within the United States—whether domestic or foreign—comply with U.S. The process by which FTAs are negotiated must change. Ideas like these will not become reality without a new trade policymaking process. A more transparent process with opportunities for meaningful engagement, accountability, and oversight by the public and Congress—rather than the current regime that privileges the commercial interests that have long captured these negotiations—is needed. From the choice of prospective trade pact partners, to the formulation of initial U.S. Trade negotiators from the countries in on the deal hammer out the agreement in private, with strict rules against releasing information or preliminary drafts to the public—including elected officials. Negotiators can meet with outside interest groups, and they do, but these groups are rarely allowed to see the agreement in progress and thus have no way of knowing if their input is heeded. In fact, the process in the United States has gotten worse over time, as in recent years trade documents have been subjected to national security classification rules. At issue is not the nuclear codes but the formulation of policies that will affect the everyday lives and economic prospects of all Americans. The draft texts that U.S. But this is clearly an untenable, undemocratic position: Our current trade agreement policymaking process was designed in the 1970s, when trade agreements focused mainly on traditional trade matters such as cutting tariffs and opening quotas. Whether or not providing an exclusive, privileged role to commercial interests in such negotiations was a good idea then, it is not today. Predictably, these committees simply deadlock on recommendations, while the committees focused on other industries and issues remain corporate-dominated. Here, he speaks at a campaign rally at the Port of Los Angeles on May 27, Replace the fast-track process: To obtain agreements that benefit a wider array of interests, we need a process that formalizes the transparency and inclusiveness of the reforms described above. We need a new model of globalization. Both the process and substance of FTAs has become unacceptably undemocratic and dominated by a narrow group of corporate interests. It has taken decades for the fundamental injustice and inequity of this reality to achieve political salience, and now that this has occurred, the results are not pretty. Many voters who have long been arrogantly dismissed by political and economic elites as simply too short-sighted to recognize their own interests are rising up against both those established elites and globalization itself. Yet there is nothing inevitable about this version of globalization nor the current U.S. Developing countries can raise their living standards through trade with wealthier nations, and advanced economies like our own can benefit from access to export markets and the increased supply of goods that trade can bring. But we will not see better outcomes unless we derive and implement a new set of rules of the road. Could these ideas come to fruition in next administration? While it is hard to imagine a Congress that is both gridlocked and heavily financed by multinational business interests embracing progressive change in this space, trade policy is uniquely influenced by the executive branch. And for interests promoting trade liberalization, the old model simply has no future. Thus the only way forward on international commercial agreements and trade liberalization will require a rethinking of the rules. In the context of a choice between nothing or a new thing, a new administration empowering government agencies that promote labor, consumer, and environmental goals and riding herd over a refocused Office of the U.S. Trade Representative, headed by a trade representative committed to reforms, has the potential to transform trade policy in the spirit of the above ideas. You may also like.

### 4: Important New Zealand road rules | New Zealand

*The Rules of the Road consists of eight guiding principles including safety and security, taxes, competition, fee clarity, communication, innovation, traveler experience and quality and connectivity.*

First of all, what is Uber? Uber is the next innovation in the sharing economy that is taking the world by storm. Not unlike Airbnb or Zipcar, Uber connects drivers, acting as independent contractors, with riders through an app on your smart phone. We know a number of folks from all walks of life who are considering becoming or already are Uber drivers. Approximately 8, North Carolinians drive for Uber, and the company seeks to add 5, more soon. The flexibility of creating your own schedule while making cash money for driving your own car around a city you love has its appeal. Due in large part to the novelty of the service, Uber drivers had been left largely unregulated here in North Carolina. A new law changes that. The new statute, N. The law took effect on October 1, , and requires the company to: Register with the NC Secretary of State. Acquire a registered agent, which accepts service for the company if they are sued. Require local and national criminal background checks before allowing a person to act as a driver for their company. A person is prohibited from working as a driver if he or she: The next round of requirements get interesting for drivers. Either Uber or its drivers must have automobile insurance that meets certain requirements. At the moment, it appears Uber will be footing the bill for this. But drivers should beware. The statute also requires that drivers have their vehicles inspected annually for safety. This is a common-sense measure that drivers should welcome. The driver must also provide the following to a customer who requests a ride: Most drivers already do this. Some municipalities have banned Uber outright, so the regulation requirement is actually welcome news for Uber fans. If you are a driver or thinking about becoming one and want to consult with a lawyer before doing so, give us a ring. And remember that whether you use a taxi or a rideshare service like Uber, it is always cheaper and safer than the expense of driving while impaired , whether you live right here in Asheville or elsewhere. Give us a call today or fill out the contact form below to get in touch with one of our Asheville criminal defense attorneys.

### 5: The New Rules of the Road: A Progressive Approach to Globalization

*The new rules must prioritize the economic needs of low- and middle-income families while preserving the democratic, accountable policymaking processes that are essential to creating and maintaining the environmental, consumer, labor, and human-rights policies on which we all rely.*

This Crime and Safety Report focuses on U. Critical Crime Threats The Critical Crime Rating means that the crime level in Rio de Janeiro has a major impact on the work and life of the community. Crime is the principal threat to visitors in Brazil. There is no evidence that Americans or U. Organized crime in Rio de Janeiro is controlled by major drug gangs, operating mainly in the favelas slums. Low-level criminal activity continues to plague visitors and businesses alike. Drug-dealing, petty theft, and vehicle break-ins are common. Occasional incidents of violence have been reported as well. In addition, aggressive pan-handling has been identified in areas visited by foreign business travelers. Recently, the security services secured the symbolically criminally-hardened Mare favela which straddles two major traffic thoroughfares: Avenida Brasil and Linha Vermelha and have occupied over 30 smaller favelas located mostly in the southern part of the city. There have been instances of large-scale gun battles in and around the favelas during some of the police operations. In addition, there have been incidents of specific targeting of police officers by criminal elements located with certain favelas. Assaults are common on beaches or in parks after dark. Over 50 percent of Brazilians are active Internet users, and Brazilian financial institutions were early adopters of online services. Cyber security and online fraud are major concerns, with annual losses reaching billions of dollars. Government websites have been defaced and taken offline by "hacktivists" in recent years. Brazil continues to rank as one of the most pervasive cybercrime environments worldwide. Brazilian cybercriminals have grown more brazen, stealing billions of dollars annually despite new legislation and official efforts to stop malicious activity online. The banking sector has been the primary target of these operations; however, cybercrime in Brazil also affects daily Internet users, private-sector organizations, and short-term travelers. With the upcoming Olympic Summer Games in Rio de Janeiro, public- and private-sector organizations are posturing themselves for a possible influx of malicious cyber activity. OSAC constituents traveling to Brazil or operating in-country should maintain awareness of popular schemes to avoid becoming cybercrime victims. The use of credit card cloning devices and radio frequency interception RFI at restaurants, bars, and public areas is epidemic in Rio. Local cybercriminals are also known to target hardware terminals to obtain credit card and banking information. Trend Micro observed hackers compromising portable point-of-sale systems to obtain the information stored in the magnetic strip of a credit card as it are swiped for payment. Because this scheme often requires access to the payment hardware, researchers noted it requires insider access. Cyber security companies often note that, while still vulnerable, Chip-and-PIN cards are more secure and harder to clone than magnetic swipe cards. Visitors driving in Rio de Janeiro should expect traffic congestion and delays at any time. Due to the topography of Rio de Janeiro mountain ranges surrounding the southern part of the city , there are multiple vehicular chokepoints spread throughout the city caused by tunnels. Most drivers are not trained, properly licensed, or insured, all of which leads to stressful driving conditions. Major roadways can run through, or next to, favelas, which have the potential for violent crime to spill out onto the roadways causing potential tremendous traffic delays. Throughout Brazil, road conditions outside of the main cities vary greatly. Traveling in rural areas, as well as in satellite cities, drivers also must pay close attention to pot holes and speed humps. Road conditions range from extremely poor to good, and accidents are always a concern outside of major cities. Lighting, traffic signals, and road markings vary from good to poor. Brazil uses automatic photo-ticketing systems to discourage speeding, and tickets are mailed to the owner of the vehicle. Utilizing tinted windows, keeping windows rolled up, and keeping valuables out of sight are the best recommendations against possible random criminal activity. Public Transportation Conditions Rio de Janeiro utilizes a bus system public and private , taxis, and a metro system. While none are off limits, RSO recommends that, especially in the northern region of the city, they are utilized as little as possible in order to reduce the possibility of being a victim of crime. Buses are plentiful and generally keep to a regular schedule.

RSO recommends avoiding city buses when possible. Protest and demonstrations targeting the bus and mass transit systems often leaves this form of transportation to be less than desirable, as buses are often burned, robbed while in transit, and the source of many protests. Only use legitimate, well-marked taxis, which are white or silver with green and yellow stripes. Most Brazilians know how to spot a legal taxi. Taxis and private vehicles are recommended to be used when moving within the city of Rio de Janeiro. Even while driving, motorists can be vulnerable to armed bandits on motorcycles who prey on potential victims waiting at traffic lights or in traffic. Private car services, such as Uber, also provide a relatively safe option for travelers. Only use legitimate, well-marked taxis at taxi stands, arranged via smart phone apps, or have your hotel call one for you. These cabs have had numerous criminal issues, are not regulated, and are not recommended for use by Westerners. The metro system is often crowded, and there are often reports of citizens suffering loss of personal items and of females being groped and touched inappropriately. Airports countrywide inaugurated supplemental security measures, in part to thwart criminal activity targeting aviation facilities. Terrorism Threat Post Terrorism Rating: Brazil is a non-aligned country with no significant enemies and is not targeted by any known radical groups. The tri-border area where Brazil, Argentina, and Paraguay come together is home to a large Arab community. To date, no incidents directed against official or non-official Americans have occurred in this area. Accordingly, it is recommended that American visitors to the area, to include Foz de Iguazu, remain especially vigilant and maintain a low profile. Medium Civil Unrest Political violence is possible in any of the major cities. Economic conditions may contribute to civil unrest, protests, and strikes, as Brazil is experiencing its longest and deepest recession since the s. Inflation has already risen above 10 percent, and with additional tax increases proposed by the government to resolve a budget deficit, middle class and other economically vulnerable groups will experience greater economic stress in While the majority of these protests are peaceful, violence occasionally occurs. Visitors should avoid areas where large crowds are gathering or protests are on-going. Political violence in the form of protests occurs throughout Brazil, especially in the capital and major cities. These protests are held for various reasons -- from work conditions, poor wages, anti-government, to the environment. While protests are generally non-violent, some have resulted in property damage and minor injuries. Protests tend to increase in numbers and intensity during the visits of high-profile foreigners and coinciding with major events. Post-specific Concerns Environmental Hazards Most natural disasters are not a major concern in Brazil, although significant flooding does occur during the rainy season. Flooding, and associated mudslides, have recently become a serious problem in the state of Rio de Janeiro. Brazil is on the U. Illicit goods enter Brazil over its extensive land and sea borders, with the tri-border area near Paraguay and Argentina a particular concern. Some local police forces make concerted efforts to combat sales of counterfeit and pirated goods at physical markets, but offenders frequently are let off with minimal penalties. Social discrimination remained a problem, especially against the transgender population. Violence against LGBT individuals remained a serious concern in The law prohibits racial discrimination, specifically the denial of public or private facilities, employment, or housing, to anyone based on race. The law also prohibits the incitement of racial discrimination or prejudice and the dissemination of racially offensive symbols and epithets and stipulates prison terms for such acts. The census reported that for the first time white persons constituted less than half the population of Despite laws and a high representation within the general population, darker skinned citizens, particularly Afro-Brazilians, frequently encountered discrimination. The law prohibits discrimination against persons with physical and mental disabilities in employment, air travel, and other transportation, education, and access to health care, and the federal government generally enforced these. Street assaults, robberies, and other criminal activity generate proceeds to support their addictions. Brazil is the number two consumer of cocaine in the world, behind the U. As such, a large proportion of crime is drug-related. Kidnapping Threat While kidnappings for ransom in Rio have become less common in recent years, these incidents do occur. One tactic of organized gangs is to target individuals observed withdrawing money from ATMs or exiting banks after making a withdrawal. These gangs frequently operate in teams. While Brazilians are most often targeted, all foreigners are vulnerable to this crime. Police Response Police response, both from the military and civil police, varies. Police officials frequently cite a lack of resources, staffing shortages, basic equipment, and morale as reasons

for widely varying response times and unsolved crime. Law enforcement entities continue to look for creative policing strategies to overcome infrastructure challenges to crime prevention, such as community policing, cops on motorcycles, and extensive implementation of surveillance cameras. How to Handle Incidents of Police Detention or Harassment Visitors should inform the nearest Embassy or Consulate General in the event they encounter problems while traveling in Brazil, including detainment or arrest by the police. The Military Police units Policia Militar, a. Military Police , are not actually associated with the Brazilian Military Forces, but are rather then U. They have their own formations, rules, and uniforms and are responsible for maintaining public order across the state. Deployed solely to act as a deterrent against the commission of crime, units do not conduct criminal investigations. Each state has its own "Civil Police Department," which carries out investigative work, forensics, and criminal investigation, and acts as a state bureau of investigation, while the Military Police Policia Militar carries out preventive police duties. The Federal Police are responsible for crimes against federal institutions, international drug trafficking, terrorism, cyber-crime, organized crime, public corruption, white-collar crime, money laundering, immigration, border control, airport security and maritime policing. It is subordinate to the federal Ministry of Justice.

## 6: Rules of the Road

*The Educational System of Brazil Brazil is the largest country in South America and In a new Constitution.*

Europe[ edit ] Influential in Europe was the Paris Convention, which advised driving on the right-hand side of the road, in order to harmonise traffic across a continent with many borders. This was despite the fact that left-hand traffic was still widespread: Nevertheless, some years later the government ordered a conversion, which took place at 5 am on Sunday, 3 September The accident rate dropped sharply after the change, [18] but soon rose back to near its original level. When Iceland switched the following year, it was known as H-dagurinn , again meaning "H-Day". Myanmar switched to RHT in It switched to LHT in , [24] being the first territory in almost 30 years to switch. There were no reported incidents. Reasons cited were the perceived lower costs of RHD vehicles as opposed to LHD versions of the same model, easier maintenance and the political benefit of harmonisation of traffic regulations with other EAC countries. Such borders are mostly located in Africa and southern Asia. The Vienna Convention on Road Traffic regulates the use of foreign registered vehicles in the 74 countries that have ratified it. Cambodia , Laos , Myanmar. Most of its borders use a simple traffic light to do the switch, but there are also interchanges which enable the switch while keeping up a continuous flow of traffic. In , the daily average number of vehicle trips recorded at Lok Ma Chau was 31, Although the United Kingdom is separated from Continental Europe by the English Channel , the level of cross-Channel traffic is very high; the Channel Tunnel alone carries 3. In LHT jurisdictions, the reverse is true. Most American cars produced before were RHD. Where the driver needs a good view of the nearside, e. Generally, the convention is to mount a motorcycle on the left, [52] and kickstands are usually on the left [53] which makes it more convenient to mount on the safer kerbside [53] as is the case in LHT. Most low-beam headlamps produce an asymmetrical light suitable for use on only one side of the road. Low beam headlamps in LHT jurisdictions throw most of their light forward-leftward; those for RHT throw most of their light forward-rightward, thus illuminating obstacles and road signs while minimising glare for oncoming traffic. In Europe, headlamps approved for use on one side of the road must be adaptable to produce adequate illumination with controlled glare for temporarily driving on the other side of the road, [56]: This may be achieved by affixing masking strips or prismatic lenses to a part of the lens or by moving all or part of the headlamp optic so all or part of the beam is shifted or the asymmetrical portion is occluded. However, motorcycles are often equipped with automotive-type asymmetrical-beam headlamps that likewise require adjustments or replacement when brought into a country with opposite traffic-handedness. Crash testing differences[ edit ] An Australian news source reports that some RHD cars imported to that country did not perform as well on crash tests as the LHD versions, although the cause is unknown, and may be due to differences in testing methodology. A country and its territories and dependencies is counted once.

### 7: GBTA Unveils New Rules of the Road Logo at Legislative Summit

*Put yourself in the driver's seat using the AA's new Visiting Drivers Training Programme and experience what it is like to drive on New Zealand roads. Complete a series of driving tasks and test yourself on New Zealand's road rules.*

**Dip Uneven surface** Many Brazilian streets, avenues and sometimes even highways have speed bumps lombadas or quebra-molas. They should all be well indicated with signs and yellow diagonal strips painted on them, but in less developed areas they may be hidden. Exceptions may be noted below. No parking, but stopping for a few moments is OK. No parking or stopping at any time. Most streets and avenues are available for parking, except otherwise noted by signs such as the ones to the right. Parking lots[ edit ] In major cities, it is always easier and safer to leave your car in a paid parking lot. These parking lots must inform their prices at their entrances. All of them must also have insurance for collisions, fires and robbery. As such, it is always best to take your valuables with you. In some of the parking lots, you can park your car and take the keys. In others, you may leave the car for someone to park it properly. Flanelinhas[ edit ] In most major cities, some streets may have "flanelinhas", which are irregular, usually male and adult workers that look after parked cars and help people find places to leave their vehicles. Although the activity is illegal, enforcement is poor for this particular crime and the workers are almost totally free to operate. They will usually charge you at the moment you leave your car. Never refuse to give him some money. In worse cases, they may even threaten you, verbally or physically. Some may be horizontal, with red on the left, yellow in the middle and green on the right. The lights work as follows: It means the lights are not working. Some traffic lights, mainly those with the exclusive purpose of allowing pedestrian crossing are generally deactivated between 11 p. If you block the intersection, you may cause a traffic jam and be issued a fine. Red and green person: Instead of a yellow light, the red light will flash when the lights are about to turn green for cars. Stay safe[ edit ] Driving at night[ edit ] As mentioned before, driving at night may be dangerous in less developed areas due to the lack of visibility and street lights. It is always best to avoid stopping at the red lights due to the risk of being robbed. However, try not to do this before checking if there are no other cars crossing the intersection. Avoid stopping at a red light with the windows open and always check your rearview mirrors for suspicious individuals. Highways at night may be have street racing or lone drivers that enjoy speeding. That said, drive carefully and try to keep your distance from them. If someone hits you at night, it may be a criminal forcing you to stop. Try leading them to a place with more people say, a police station, a hospital, a 24 hour gas station, etc. Also, if your windscreen gets hit by a stone or any other object when you go under a pedestrian separation structure, it is surely a criminal using another common way of forcing people to stop. If you can still see the road ahead of you, try stopping in a police station or any other place with people to ask for some help. If you stop immediately, you are guaranteed to be robbed or kidnapped. Motorcycles[ edit ] Motorcycles are a particular problem of Brazil, especially in major cities. Many bikers die every day due to accidents. When driving, be aware that bikers will always ride between cars, so be extremely careful when switching lanes. If you hit one of them, several others may gather around you and threaten you. That said, try to avoid getting involved in an accident with them. Be careful also when taking a right or a left, for they may try to overtake you even if you turn the blinker on. Motorcycles are also the vehicle of choice for robbers, so be careful if you are approached by one of them at night, especially if there are two individuals on it. In places without bike lanes, bikers will usually ride on the sidewalk. If there are parked cars, they will go between them and the traffic. Try to keep a safe distance from them say, 1. In highways with shoulders, bikers will preferably cycle on that part of the road. Safety rules[ edit ] You should wear your seat belt at all times when you are driving. Also, the number of functioning seat belts determines the number of passengers a vehicle can carry. As of , it is mandatory to have your headlights on at all times when on a highway. If you have an emergency, stop with the emergency lights on and place the reflective triangle some 10m away from your car. Cellphones are strictly forbidden without a hands-free device. A driver can be fined for as much as holding a cellphone, even if the car is not moving. It is forbidden to drive shirtless, while wearing flip-flops or high-heels and with your arm resting on or out the window. Accidents[ edit ] If you are involved in an accident, never leave the scene. If it is a minor accident,

you and the other driver may stop somewhere else to discuss in order not to cause a traffic jam. If there are victims, you must call an ambulance. According to Brazilian law, if you rear-end someone, the fault is always yours, the only exception being when the other car is leaving a parking garage. Also according to the law, in the case of an accident, the driver with the larger vehicle is responsible for making sure the driver and passengers of the smaller vehicle are safe and tended to by a trained first responder i. Drunk driving[ edit ] Since , Brazilian law is very strict. However, the police efforts to reduce the number of people that drive under influence have been rather poor and the number of drunk drivers is still high, also due to the lack of public transportation in late periods of the day. Police presence is relatively high in bohemian neighborhoods and in cities that receive a great amount of tourists during holidays. If you are stopped by the police, they cannot force you to blow into the breathalyzer, but if you are clearly drunk, they may arrest you and you may face criminal charges. In other words, if you want to drink and drive, do it at your own risk. Driver-to-driver communication[ edit ] Brazilian drivers will constantly use the blinker, the horn, the flashing lights and their hands to communicate with other motorists. If you are exiting a parking lot, garage, gas station or something like that and trying to enter a street but there are too many cars, one of them may stop for you to come in. They will often make their intentions clear by flashing their lights, sounding their horns or making a "come in" gesture with their hands. Some will just stop and wait for you to enter. If you want to say "thank you", you may sound your horn, make a "thumbs-up" sign with your hand or very briefly turn your emergency lights on be sure to make the lights blink only once, or other vehicles may think you have an emergency. If you are on a two-way street and want to take a left, the oncoming vehicles may use the same signals described above to give you passage. If the oncoming cars start flashing their lights on you, they may be warning you about possible hazards ahead. Some also do this to alert about police checkpoints, called blitz plural: If oncoming drivers signal you by raising their arms up and down outside the window, it means you should reduce your speed as there are possible hazards ahead. When driving in the fastest lane of a highway and the car behind you flashes its lights or turns the left blinker on, the driver is asking you to get out of their way. Motorists also use the flashing lights and the horn to complain if you cut off in front of them. When switching lanes or entering major avenues and streets, some drivers may put their hands out of the car and make a "slow down" sign. This means they are really willing to get in your way, and you should just let them in. On highways, if the car in front of you brakes and turns the emergency lights on, stop immediately and turn your lights on as well. It means there is a sudden traffic jam or hazard ahead. Children[ edit ] According to Brazilian law: Children under the age of 10 must always ride in the back seat. This does not apply for children under the age of 1; Children under the age of 1 must ride in rear-facing seats; Children between the ages of 1 and 4 must ride in front-facing seats; Children between the ages of 4 and 7 must use booster seats. Fuel and gas stations[ edit ] There are many gas stations postos de gasolina or simply postos all over Brazil and along the major highways. Five types of fuel are available and can usually be identified by the color of the nozzle: Available at virtually all gas stations: Regular gasoline gasolina comum ; red nozzle. Premium gasoline gasolina aditivada. Some gas stations carry more than one variety; blue nozzle. Available at many gas stations, but sometimes hard to find: Requires previous adaptation of the vehicle, mostly used by driving schools and taxi drivers; Diesel. Only for larger vehicles such as SUVs, trucks and buses; yellow nozzle. Many gas stations also sell fire extinguishers, gasoline additives and motor oil. Some also have convenience stores and public toilets. Ethanol is cheaper than gasoline and results in a slightly more powerful response, but using ethanol increases consumption. Most gas stations display this information along with the prices or on each individual pump. When driving for long distances, however, gasoline is always the best option since its reduced consumption allows for longer range and fewer fueling stops. Using ethanol also makes it more difficult for the car to start, especially when the engine is cold and under colder temperatures. When the engine detects a high quantity of ethanol in the fuel mix, it uses the gasoline from this reservoir to start the car. All gas stations are serviced since self-service pumps are illegal in Brazil. The employees called frentistas , will often offer to check the oil and water levels and, in the case of highway gas stations, to clean your windshield at no extra charge, although it is not impolite to tip them for those services.

### 8: Brazil International Travel Information

*Madrid announces new rules of the road in bid to banish traffic from center City is about to approve a raft of new regulations that will cover electric scooters, pedestrians, motorbike parking and.*

From Popular Mechanics "That light is for you, too! Red means stop, and red means stop for everybody, not just cars. Angry drivers often argue that if cyclists want to ride on the road, then they should obey all the rules of the road. The fact is, not all vehicles are created equal. Those rules were designed for heavy, powerful metal machines full of fire and people-not their more vulnerable, human-powered counterparts. This is especially true as cycling continues to grow in popularity in the U. Commuting by bike grew 60 percent, to almost 1 million , in the first decade of the 21st century. Cycling accidents have grown, too. In , according to the National Highway Traffic Safety Administration, people were killed while cycling and 45, were injured. That same year, more than 35, people were killed in motor vehicle crashes and 2. Lowering this number demands smarter infrastructure and laws. Understanding our past can help create the right roads for tomorrow. Automotive Ascension Photo credit: In the late 19th century, herd animals, carts, wagons, horses, and road locomotives all shared the road, and it could be a pretty chaotic place. The street is a public good that exists only when it allows the free passage of people upon it. Then cars completely took over. In cities like Atlanta and Los Angeles and in tons of suburbs, these roads became major thoroughfares through neighborhoods. Slowly the "free passage of people" soon applied almost exclusively to the automobile. A Bicycle Rebirth Photo credit: Safety concerns aside, it certainly was the cheapest way of addressing the problem since it required no new infrastructure. Nearly the only bicycle infrastructure of that era, says Longhurst, were "Bike Route" signs, which designated regular streets as bike lanes. A minor but important change to that practice happened in Idaho in After this period of newfound cycling enthusiasm, state legislators introduced what would become the Idaho stop. The first iteration of the law allowed cyclists to treat red lights as yield signs, but only when they were turning right or turning left onto a one-way highway. In , Idaho updated the law , allowing cyclists to treat traffic lights as stop signs when going straight as well. The year after the original law went into effect in Idaho, cyclist injuries in the state decreased by But lawmakers are still wary of adopting the law-claiming it makes roads more dangerous for pedestrians. Other traffic laws vary state to state, too. Most states, for example, say cyclists must ride as far to the right as "practicable. In Texas, the state has the right to "restrain or prohibit" bike riding because it can be a "practice tending to annoy persons passing on a street or sidewalk. An American Conundrum Photo credit: While major cities now have hundreds of miles of bike lanes New York City now tops 1, miles , the U. For a host of reasons-delayed mass adoption of cars, a much higher gas tax, and greater cultural acceptance of commuting by bike to name a few-European cities are typically much more bike-friendly. Minneapolis is the only U. Almost every other one is in Europe, with Copenhagen and Amsterdam sitting at the top. The differences between there and here start before riders even get on their bikes. There are tons of parking spots for bikes in Dutch cities like Groningen, which has underground parking facilities at its main train station. Soon Utrecht will have the biggest bike parking facility in the world with 12, parking spots. Because there are so many people on bikes, local governments can justify separate traffic signals for cyclists, like those in the Netherlands, and traffic lights timed for cyclists rather than cars, as is the goal in Copenhagen. But things are much different in the U. Between and , there was a 62 percent increase in bike commuting, according to the League of American Bicyclists, and when cities do spend the money, it shows. In , Chicago installed a protected bike lane on Kinzie Street, boosting cycling on the protected portion of the street by 55 percent , and a Portland State University study showed that protected lanes can increase ridership by up to percent. Of course, the U. And that need could soon spill into suburbs. Depending on who you ask, millennials, the largest generation in American history, are filling up cities and also a creating new kind of living arrangement called " urban burbs ," which resembles a suburb but one that retains traces of city life like walkability and public transit. As this trend continues, the need for smart biking infrastructure will only grow. Cycling in the U. We can build roads that once again adhere to their original vision-to allow for the safe passage of all travelers. You Might Also Like.

### 9: Left- and right-hand traffic - Wikipedia

*Once the new traffic fines are implemented, overtaking on the hard shoulder will be worth Dh1, and six black points, blocking traffic will incur a penalty of Dh1, while sudden swerving will.*

The violent crime rate is high in most Brazilian urban centers. Public transportation, hotel sectors, and tourist areas report high crime rates, but these incidents can happen anywhere and at any time. Be aware of your surroundings. Avoid the following dangerous areas, especially at night: Use caution at or going to major transportation centers and public transportation, especially at night. Avoid favelas, even if on a guided tour. Neither the tour company nor the city police can guarantee your safety when entering favelas. Thieves and rapists have been known to slip incapacitating drugs into drinks at bars, hotel rooms, and street parties. Armed hold-ups of pedestrians and motorists are common, including at or near public beaches. If robbed, hand over your personal belongings without resisting. Carjackings and holdups can occur at any time of the day or night, especially at intersections and in tunnels. Express kidnappings, wherein the victim is taken at gunpoint and forced to withdraw funds from ATMs, also occur. Crime on public transportation is frequent and can be violent. Registered taxis have red license plates and openly display company information and phone numbers. Credit card fraud and ATM scams are common in Brazil. Work closely with your financial institutions to monitor accounts and keep your credit card in view while it is scanned at a point of sale. Avoid large groups or events where crowds have gathered. Demonstrations and strikes are common in urban areas, may occur unexpectedly, disrupt transportation, and may escalate into violence. Check the website of the Embassy or Consulate nearest you for current information on demonstrations. Individuals with ties to illegal criminal networks operate along Brazilian borders. Use public buses in or around Recife. Delegacia de Protecao ao Turista located in major cities: Embassy at the U. Consulate in Porto Alegre at the U. Consulate General in Recife at or the U. Consulate General in Rio de Janeiro at the U. Embassy and Consulates can help you contact local authorities, but Brazilian law enforcement are responsible for investigating and prosecuting crimes. See our webpage on U. Contact the Embassy for assistance after contacting local authorities. Call us in Washington at toll-free in the United States and Canada or from other countries from 8:

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