Dear reviewer,

Thank you very much for your comments. I addressed most points you have raised on the revised version of my paper. In particular, English was already checked by a native speaker in the revised version you read (this may explain why it is not too bad!). I adjusted a few typos that I noticed, but could not do much more than that.

For what concerns the passing rules, here are my comments.

In your example, according to the All Right rule, for a car in the right lane:

Q: If r is not free but less than m, I don't understand why the car doesn't stay in its current r lane.
A: if r is less than m, it is convenient to move on the middle lane. Perhaps you intended the case when the right lane is not free but r is anyway *greater* than m. In this case I suppose the car "queues up" in the middle lane in order to pass the slower vehicle on the right lane. This is also in line with the prescription of not making a right pass. This "queuing up" happens very often in real traffic conditions. Your suggestion is however considered when right-passing is allowed.

Q: If l is less than m, I don't understand why what is happening in the left land constraints the driver's speed when he moves into the middle land.
A: Same reason as above. Right-passing is in general not allowed. All these points relate to what is explained in footnote 3. I have expanded the footnote in order to make it clearer.

Q: And if l is greater than m, I don't understand why the driver can't move into the left lane.
A: I suppose that it is possible to move only one lane at a time.