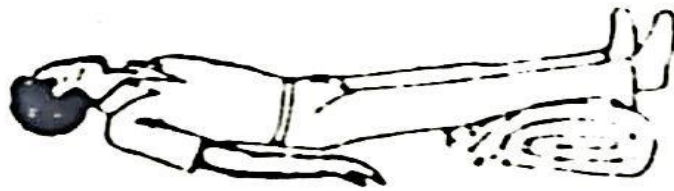
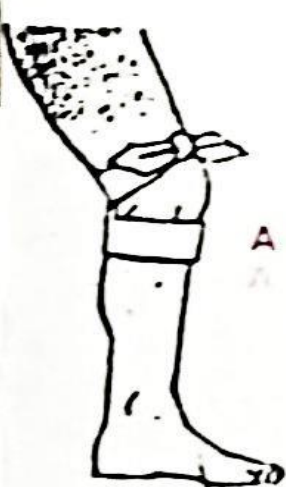
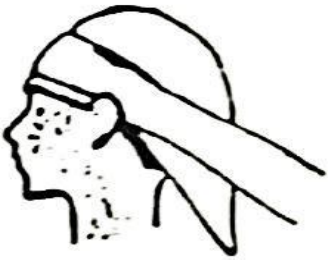
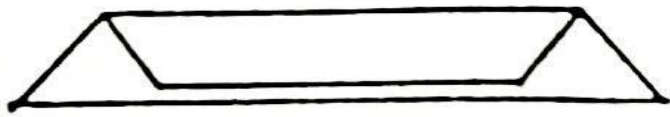




**EMERGENCY
FIRST AID**



A PROGRAMME FOR CARIBBEAN COMMUNITIES
A PROGRAMME FOR GUYANA
GUYANA



EMERGENCY FIRST

AID

A PROGRAMME FOR CARIBBEAN COMMUNITIES

Published by UNDRO – Pan Caribbean Disaster

Preparedness and Prevention Project

i

FOREWARD

This handbook on emergency First Aid is written to people in Caribbean countries. It limits itself to life saving actions in accidents and sudden illness. Those students who would like to learn more about First Aid should register at their local Red Cross or St. John Ambulance Association and Brigade.

The Handbook was drafted at a workshop in Antigua, May, 1982, by representatives of Government, St. John Ambulance Association and Brigade and the Red Cross from thirteen Caribbean Countries. It is based on the Red Cross First Aid Handbook for southern Africa, Manuals of the British Red Cross Society and St. Johns Ambulance Association and Brigade and on the guidance for First Aid Instructors of the League form she or her.

In order to unity the text throughout the Handbook, the masculine form he or him is used; this should be read as interchangeable with the feminine form she or her.

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Jurgen Weyand

First Aid Officer

Antigua,

June, 1982.

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CHAPTER 1 – INTRODUCTION TO FIRST AID

WHAT IS FIRST AID?

First Aid is the help given to a person who is hurt or sick. It helps keep the persons alive. It stops his condition getting worse. It means knowing when to call qualified aid (doctor, nurse, health Centre, ambulance).

THE FIRST AIDER

Must know that he is responsible for giving First Aid in case of injury or sudden illness.

Must contact qualified aid as soon as possible as First Aid is only a temporary measure.

Must know Exactly what to do.

Must work in a calm and skillful way.

WHAT DOES FIRST AID TRAINING DO?

It helps us prevent injury and to do the right thing at the right time.

It saves life,

It prevents further injury.

It means calling qualified aid.

It means learning about FIRST AID.

It means using whatever materials are available to deal with injuries.

It means repeated practice and full understanding.

GENERAL DIRECTIONS

Every injury and illness are different but the FIRST AIDER can learn the actions that are necessary at all times.

HOW TO TAKE CHARGE AT AN ACCIDENT

1. Keep calm and get others to help by giving clear orders.
2. Send for the police and call qualified aid it necessary.
3. Keep crowds away. You need space to work.

PROTECTING THE CASUALTY

1. You must understand the dangers to the casualty and yourself. Are the surroundings dangerous - live electricity; traffic? If they are, you may have to move the casualty or get a helper to stop the traffic or to switch off the electric current.
2. Ask the casualty not to move and then examine him. Do not change his position unless you have to.
3. Reassure the casualty. Talk to him. Call him, Show you care.
4. If the casualty is unconscious test for breathing, and if he is, put him in the RECOVERY POSITION (see Chapter 2 on Unconsciousness and Chapter 3 on Artificial Respiration).
5. Do not let the casualty get cold and protect him from the weather.
6. If force caused the injury, assume there are injuries you cannot see.
7. Decide how to move the casualty if you have to.
8. Call qualified aid if it is necessary.

EXAMINING THE CASUALTY.

Before you can decide what to do you need to know what is wrong. You must examine the casualty. You must do this QUICKLY and in the right way.

THESE THINGS ARE VERY IMPORTANT:

1. - Is he breathing?
- Is he conscious?
- Is he bleeding badly?
2. Ask him questions to find out what is wrong.
3. Examine him for injuries.
4. Give First Aid and reassure him.
5. Call qualified aid. First Aid cannot replace qualified aid. You must call or arrange qualified aid as soon as you can.

REMEMBER

1. The Casualty is not prepared for what has happened.
2. He cannot control what has happened.
3. He cannot deal with the dangers caused by the accident or illness.

4. He may be unconscious and helpless.
5. He needs your help
6. Your calm and skillful actions will reassure him.
7. If he is afraid, you can lessen his fear.
8. You must understand that worry and fear can make the casualty worse,

SUMMARY

The First Aider needs to practice regularly.

Practice will help him to act and think clearly and calmly, to give First Aid, organize the people nearby, call qualified aid and the police.

Practice means the First Aider: will know the right actions to take what material to use and where to find it. A good First Aider always knows how much he can do. He knows that First Aid is temporary care to save life, to prevent further injury. and to reduce pain. He knows he must call qualified aid as soon as he can.

CHAPTER 2 – UNCONSCIOUSNESS

INTRODUCTION

Unconsciousness means that the brain is not working properly. This may be caused by lack of oxygen in the blood. This may happen when breathing is interfered with or when there is a shortage of blood supply to the brain.

This happens in fainting and shock, injury or disease of the brain.

SIGNS AND UNCONSCIOUSNESS

You know a person is unconscious if he does NOT.

- answer when you ask him something
- respond when you touch him
- feel pain when pinched on

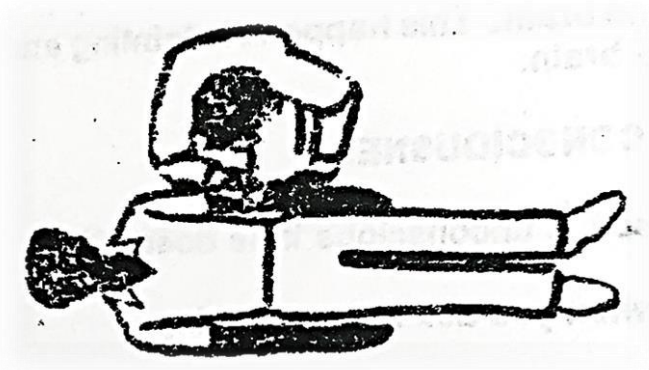
The main danger to the casualty is that his breathing may stop:

TEST FOR BREATHING

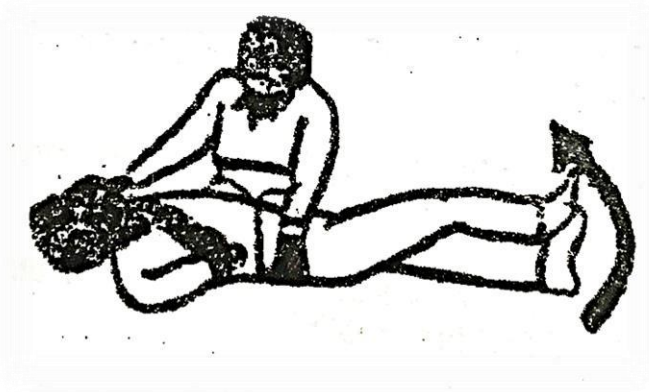
1. Kneel beside the casualty and place your hands on his chest and abdomen (belly).
2. Look and feel if he is breathing. His chest and abdomen rise and fall he is breathing. If you are not sure.....
3. Put your cheek, to the casualty's nose and mouth. If he is breathing you will feel his breath.
4. If he is not breathing, start Artificial Respiration (mouth-to mouth breathing).
5. Make sure the casualty continues to breathe by putting him in the RECOVERY POSITION.

HOW TO PLACE A PERSON IN THE RECOVERY POSITION

1. Kneel beside the casualty.
2. Stretch his nearer arm along his body and place the hand under his buttock.



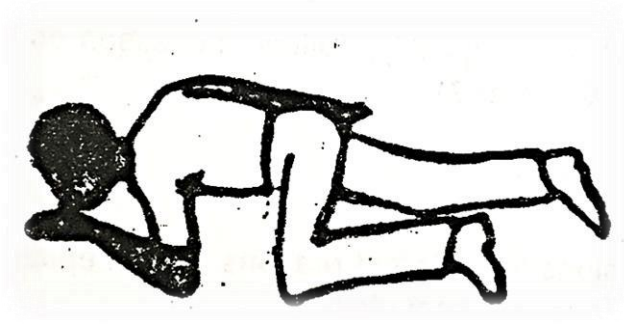
3. Put his other arm across his chest.
4. Straighten the near leg and cross his other leg over the knee of his leg.



5. Support his head with your hand. Grasp his clothing at the hip with your other hand. Pull him gently over.
6. Support him against your knees. His bent arm will prop-up his chest.
7. Gently lower his head and tilt it backwards.
8. Grasp his knee and pull upwards to make a right angle.
9. Ease the casualty's other arm from under his body.



10. Check that his head is tilted backwards.



This position will keep the casualty stable and comfortable. With his head tilted back and turned to one side, the casualty will not swallow his tongue or drown in his own vomit or blood.

FAINTING

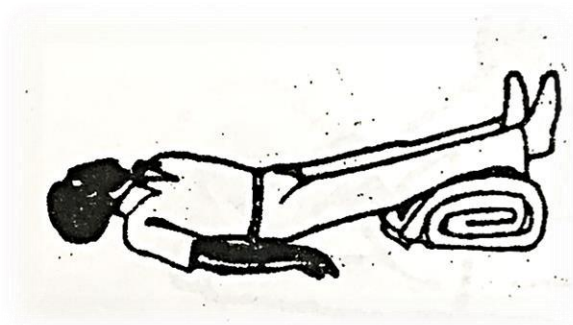
The reasons for fainting can be:

- strong emotion (fear, grief, hysteria)
- exhaustion (standing in the heat, hunger sickness).

Fainting is a short loss of consciousness. The person falls to the ground.

WHAT TO DO

1. Check his breathing.
2. If this is normal, leave him lying down, raise his legs. (You may use a pillow or a blanket or other object).



3. When he has strength to stand up without help, take him to a place where he can rest.
4. If he does not wake quickly, follow the lesson on UNCONSCIOUSNESS (Chapter 2).

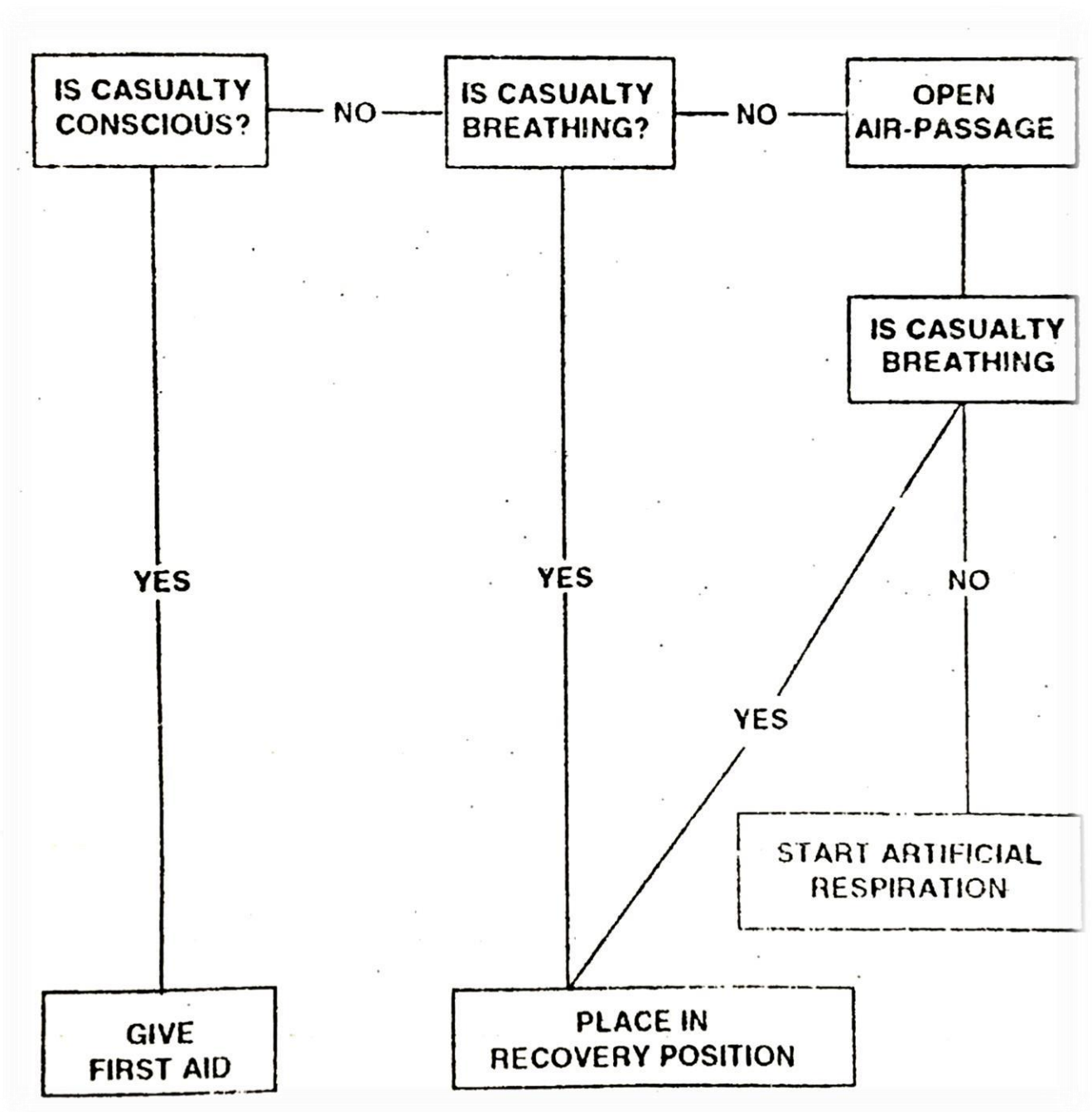
CONVULSIONS (Fits)

People get convulsions for different reasons. Often epileptics and children with high fever get convulsions.

WHAT YOU CAN DO

1. Take a CHILD with convulsions to qualified aid AT ONCE.
2. With adults, take care to protect the head. Make sure the person does not hurt himself by hitting hard objects or stones.
3. The convulsions will stop by themselves. The person will often fall asleep and have no memory of what has happened. Let him sleep until he wakes up.
4. Call qualified aid.
5. Never try to force anything into the person's mouth. This can cause harm. Never use biting sticks.
6. Do not try to hold the person down by force. You cannot stop convulsions. You may harm the person.

CAUSALTY MANAGEMENT (CHART)



CHAPTER 3 - ARTIFICIAL RESPIRATION (Mouth-To-Mouth Breathing)

BREATHING (RESPIRATION)

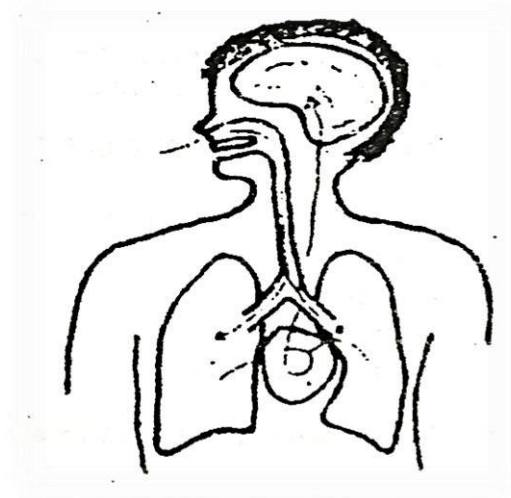
We breathe using the nose, mouth, throat, wind pipe, and lungs. Our lungs take in oxygen for our bodies. Breathing is a natural action. We do not have to think about it. It is automatic.

Our bodies use muscles and the ribs to breathe with.

The heart pumps the blood to the lungs, where oxygen is passed into the blood.

The heart then pumps this blood containing oxygen through the body.

Every part of the body needs oxygen for it to work properly.



BREATHING NEEDS

- the right amount of oxygen in the air.
- a clear air-passage (the mouth, throat and wind-pipe).
- the muscle action that draws air into the lungs
- enough blood to carry oxygen from the lungs to the brain and other important parts of the body.

BREATHING STOPS (RESPIRATORY ARREST)

Our lives depend on the supply of air to our lungs. If we do not com enough air we may die. Four minutes without air can damage brains.

BREATHING HAS STOPPED - CHANGES OF RECOVERY

1 minute	98	saved out of 100
5 minutes.....	25	saved out of 100
10 minutes.....	1	saved out of 100
11 minutes	1	saved out of 1,000
12 minutes.....	1	saved out of 100,000

These figures show why Artificial Respiration is VITAL, and why it is important to ACT QUICKLY.

WHY DOES BREATHING STOP?

1. A block in the air-passage caused by
 - An object
 - drowning
 - smothering
 - strangulation
2. Poisonous gases in the air (smoke, exhaust fumes, etc.)
3. Other things that can stop breathing
 - electric shock
 - poisons
 - injuries to the head or breathing system.

WHAT TO DO IF BREATHING STOPS

1. Remove the cause from the casualty or remove the casualty from the cause.
2. Find out if the casualty is breathing. If not
3. Open and keep open the air-passage. If still not breathing.....
4. If the air-passage is blocked check the position of the head Then check mouth and throat for object. If possible, remove them. If still not breathing.....
5. Start Artificial Respiration at once and continue until the casualty is breathing.
6. Call qualified aid.
7. When breathing starts, place casualty in Recovery Position
8. Watch the casualty carefully. Breathing may stop again. If possible, stay with the casualty.

REMEMBER

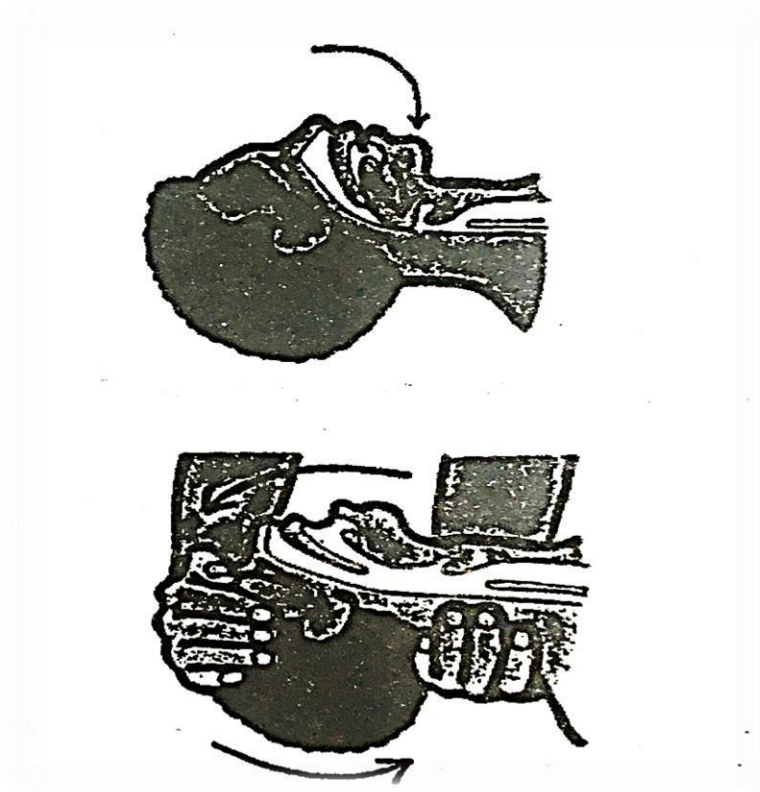
BREATHING IS ESSENTIAL FOR LIFE.

OPENING THE AIR-PASSAGE

The muscle of an unconscious person is completely relaxed. If the casualty is lying on his back the tongue will fall back and block the throat.

TO OPEN THE AIR-PASSAGE

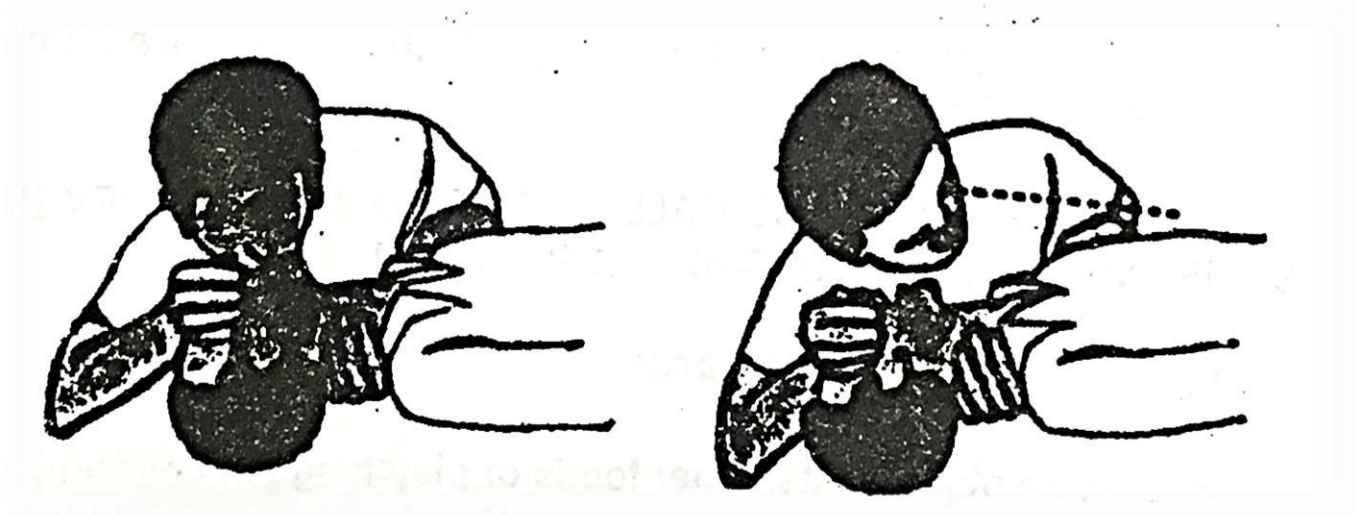
1. Kneel next to the casualty's head.
2. Put one of your hands under his neck and the other on his forehead.
3. Move his head backwards.
4. Listen and look to see if breathing starts.
5. If breathing starts. place the casualty in the RECOVERY POSITION, if not, start Artificial Respiration AT ONCE.



HOW TO GIVE ARTIFICIAL RESPIRATION

1. Open the air-passage by tilting the casualty's head backwards,
2. Pinch his nose with the thumb and first finger of your hand placed on his forehead.
3. Take a deep breath.

4. Open your mouth wide. Place your mouth firmly over the casualty's mouth to form a seal and blow air into his mouth.
5. Repeat quickly three more times. Check for breathing.
6. If breathing starts, place him in Recovery Position. If not, seal casualty's mouth again and blow.
7. Look to see if the chest rises.
8. Take a deep breath again and continue the same way.



DO THIS IN THE RHYTHM OF YOUR OWN BREATHING UNTIL THE CASUALTY IS BREATHING OR UNTIL QUALIFIED AID COMES.

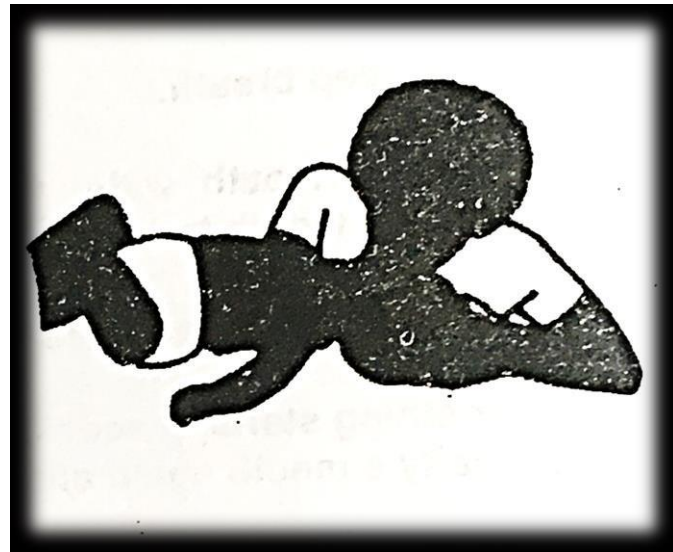
IF YOU CANNOT BLOW AIR IN AND/OR IF THE CHEST DOES NOT RISE AND FALL, AIR IS NOT GETTING INTO THE LUNGS AND THE AIR-PASSAGE IS BLOCKED.

1. Check the position of the casualty's head and your hands.
2. If the air-passage stays blocked check the mouth for an obstacle:
3. If it is possible, remove the obstacle.
4. Continue with Artificial Respiration.

MOUTH-AND-NOSE BREATHING FOR BABIES

1. You must be careful and gentle with a baby.

2. Tilt the baby's head back gently but NOT AS FAR as with an adult or older child.
3. A baby's face is small and so you must put your mouth firmly over the baby's mouth and nose to form a seal.
4. Blow a little faster than your own breathing but NOT as hard. Small puffs of air are enough for babies.
5. Continue mouth-and-nose breathing until the baby is breathing or until qualified aid comes.



IN ALL CASES YOU MUST CALL QUALIFIED AID WHENEVER SOMEONE NEEDS ARTIFICIAL RESPIRATION.

OBJECTS IN THE AIR-PASSAGE

Sometimes an object (nuts, other foods or playthings in children; a piece of meat in adults) can get stuck in the air-passage and block it

A person with a completely blocked air-passage will show these signs.

- he cannot speak
- he will panic and hold his throat
- he will try to cough

A person with a partly blocked air-passage will show these signs,

- coughing all the time
- strange sounding breathing
- he will be scared and restless.

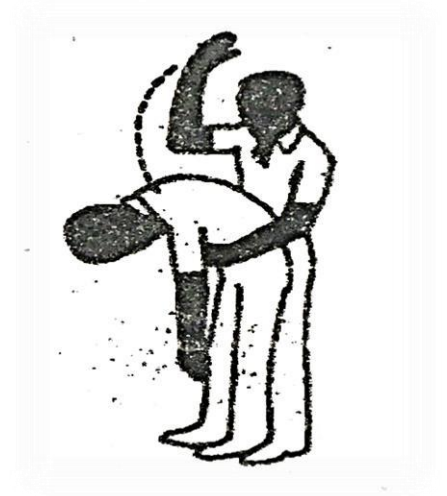
HOW TO MOVE AN OBJECT FROM

THE AIR-PASSAGE

ADULT

If the person is standing

1. Place the casualty with the upper part of the body hanging down.
2. Hit with your open hand between the shoulders.



If there are two of you

1. Hold each other's arm and bend the casualty over them.
2. Hit with your open hand between the shoulders.

If the person is lying

1. Kneel and roll the casualty on his side facing you. Put chest against your knees.
2. Hit with your open hand between the shoulders. If you cannot get the object out and the casualty is getting enough air, take him to qualified aid at once. If breathing stops, give Artificial Respiration



CHILDREN

1. Put the child over you knee.
2. Hit between the shoulders

SMALL CHILDREN

1. Hold a small child as shown in the picture.
2. Hit gently between the shoulders.

CHAPTER 4 – BLEEDING AND SHOCK

(A) BLEEDING

The functions of the body depend on an adequate supply of blood. When the body is injured and there is blood loss, this is known as bleeding.

THE BLOOD CIRCULATORY SYSTEM

Blood carries oxygen to the cells of the body. It carries carbon dioxide away from the cells. The heart pumps the blood round the body.

DANGERS

If bleeding reduces the amount of blood in the body the life of the person is in danger. Losing blood can cause death through shock.

RECOGNISING BLEEDING

You cannot always see bleeding. Clothing or the person's position can hide it. Examine all casualties completely for bleeding.

REMEMBER

- Bleeding can cause death quickly if a large blood vessel is cut.
- Do not wait
- Lie the casualty down.
- Raise the limb.
- Stop the bleeding using available materials

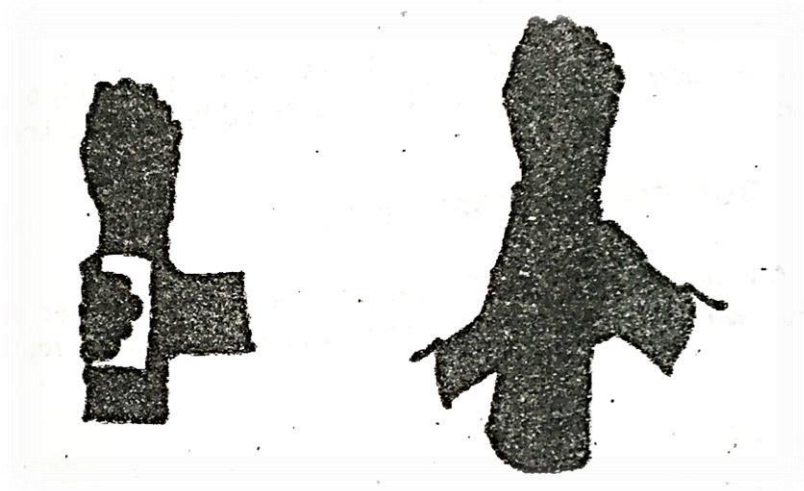
HOW TO CONTROL

BLEEDING

DIRECT PRESSURE

You can stop almost all bleeding by using direct pressure.

Press a clean piece of cloth on your hand over the wound and **KEEP PRESSING** until bleeding stops or until qualified aid is available.



RAISING (ELEVATION)

If you raise a wound above the level of the heart, it will reduce the bleeding. This can be done when the wound is on the head, neck, arm or leg.

Do not raise a wound if it hurts the casualty.

Do not raise a wound if you think there are internal injuries or broken bones.

PRESSURE BANDAGES

A pressure bandage is a thick pad of cloth (compress) tied firmly over the wound to stop bleeding. The bandage replaces the pressure of your hand.

DIRECT PRESSURE AND RAISING THE WOUND ARE THE BEST WAYS TO CONTROL BLEEDING.

You may have to use a pressure bandage because

- you may need your hands free
- the wound may be too big for your hands to cover
- you may have to take care of more than one casualty.

ALWAYS USE DIRECT PRESSURE FIRST.



IF YOU HAVE TO USE A PRESSURE BANDAGE

1. Raise the wound.
2. Keep using direct pressure while you tie the bandage.
3. Fold or roll a piece of cloth into the pad BIG enough to cover the whole wound.
4. Place a large piece of cloth over the pad which is on the wound.
5. Pull steadily on both ends of the bandage WHILE you wrap it around the wound. You do this to put pressure on the wound.
6. Try to tie the knot over the wound. This adds to the pressure.

ALWAYS USE DIRECT PRESSURE IF YOU CAN.

(B) SHOCK

When there is not enough blood to fill the circulatory system, the person suffers from SHOCK, Some of the causes of shock are:

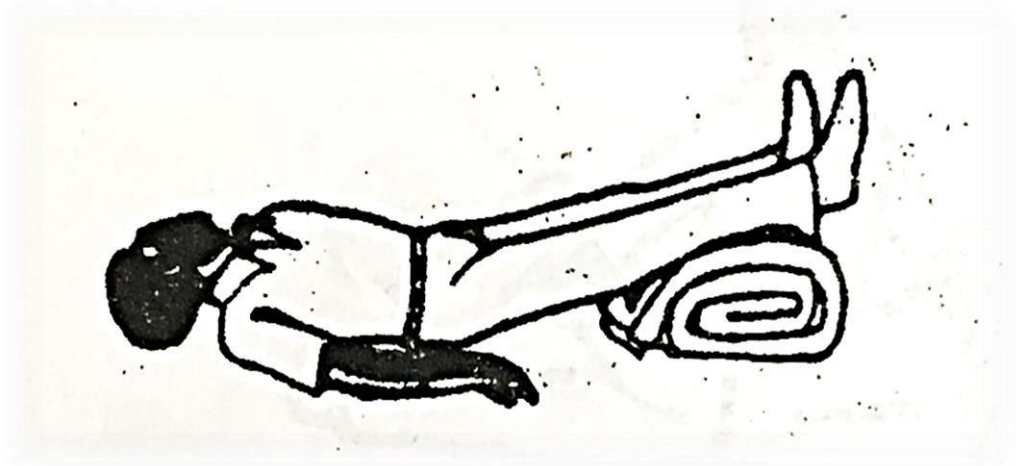
- severe bleeding
- burns
- drowning
- falls
- diarrhoea,
- vomiting
- poisoning
- great fear - pain.

The blood provides the brain with oxygen. If the brain does not get oxygen the body will die.

Shock can stop the brain getting oxygen. It can cause death.

HOW TO PREVENT SHOCK

1. Check that the casualty is breathing. If not, give Artificial Respiration. If he is breathing.....
2. Check to see if the casualty is conscious. If not, put him in Recovery Position. If he is conscious,
3. Lie him down. Raise his feet. You can use a pillow, blanket etc.

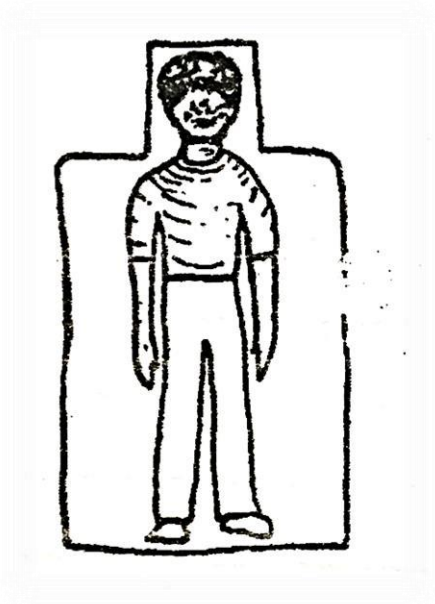


4. Stop all bleeding (See Bleeding).
5. Give First Aid for any injury.
6. Comfort and reassure him. Talk to him and show that you care.
7. He should not be too hot or too cold
8. Call qualified aid.

THIS IS SHOCK – YOUR BODY IS IN SHOCK.

These diagrams of containers are to help you understand what shock is, why it is dangerous, and how to prevent it.

1. Imagine your body is like a container with a head on top of it.
2. Normally your body and head are full of blood. The container is full



3. An internal injury or an external wound can cause you to lose blood. This is like a hole in the container. When you lose blood there is not enough to fill the container to the top.

In your body this means that not enough blood reaches

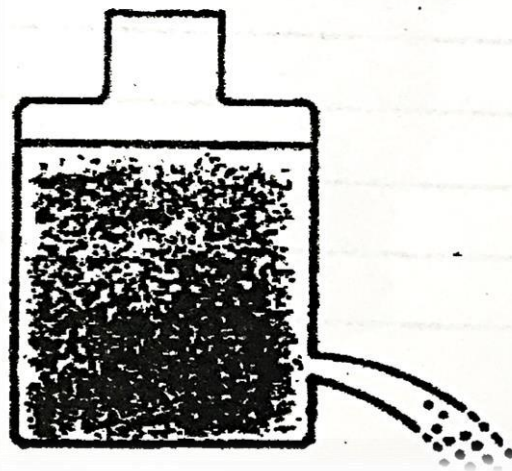
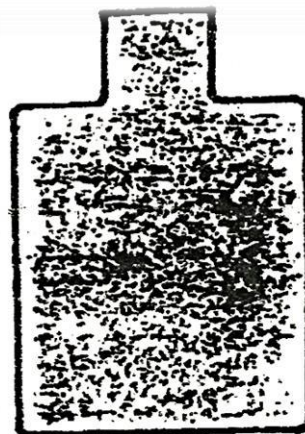
4. If you lay the container down the top will fill again. In your body this means blood will reach your head and

ALWAYS LAY AN INJURED OR SERIOUSLY SICK

the head and the brain.

your brain.

PERSON DOWN.



CHAPTER 5 – WOUNDS AND DRESSINGS

(A) WOUNDS

A wound is a break in the skin. A wound is usually caused by an accident. Wounds that are not caused by accidents need special treatment. They are caused by disease. All wounds

- cause pain
- lead to loss of blood
- can easily become infected.

You can reduce these dangers by covering the wound with the cleanest cloth you can find. You must fasten this pad of cloth firmly. You can use a triangular bandage or other suitable material to do this.

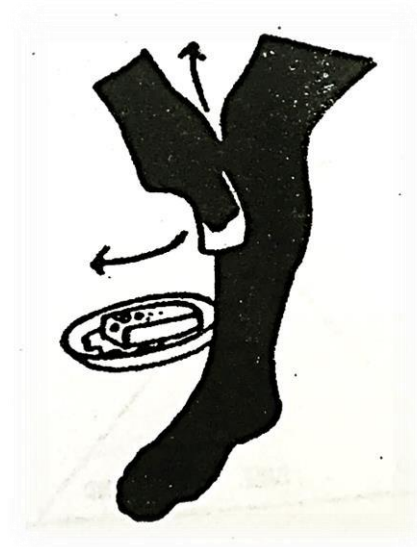
Only touch a wound if you have to. You may have to if there is serious bleeding.

FIRST AID FOR A WOUND

1. Wash your hands with soap and water if possible.
2. Clean the wound and the skin around it with the cleanest water you can find (drinking water) and soap.

Use the cleanest cloth you have. Clean the wound and wash outwards.
FROM the wound.

3. Cover the wound with the cleanest piece of cloth (pad) you have.
Cover a small wound with a band-aid.
4. Fasten the pad.
5. Tell the casualty to keep the wound and the bandage dry.
6. Stop all large wounds from moving. Immobilize them.
7. If necessary, call qualified aid.
8. If there are signs of infection (swelling, redness, pain, smell or fever) the casualty needs qualified aid.



(B)

DRESSINGS

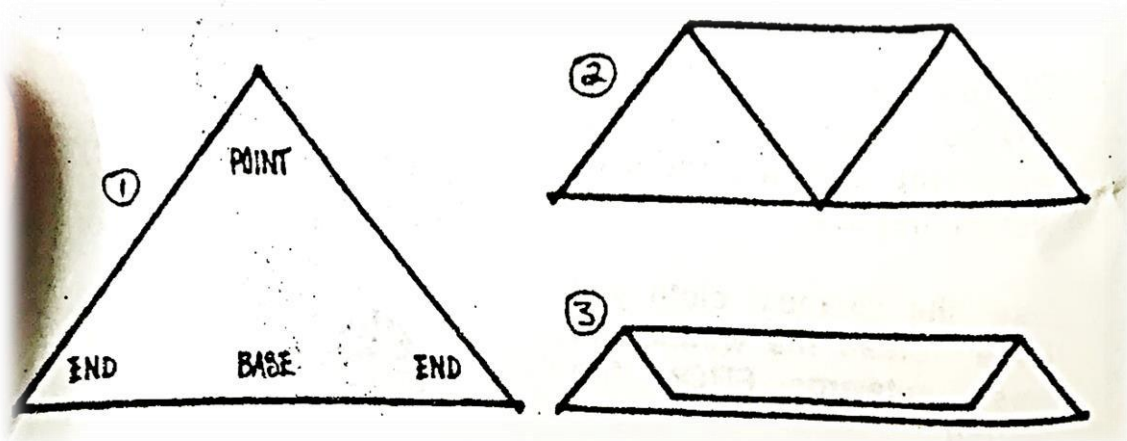
W

We use dressings for:

- covering wounds
- stopping bleeding
- stopping injured part of the body from moving.

THE TRIANGULAR BANDAGE

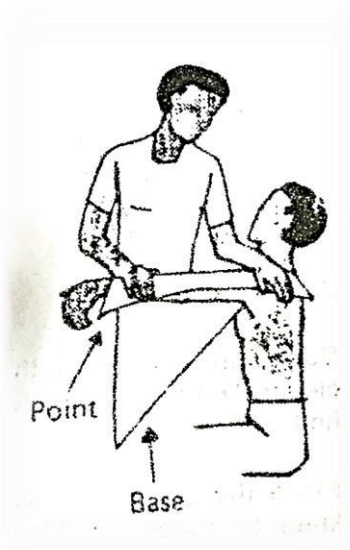
This is the best bandage for First Aid. You can easily make it from any piece of cloth. Its base should be at least four feet (12 metres) long. It should measure about two feet (60 cm) between the point and the base.



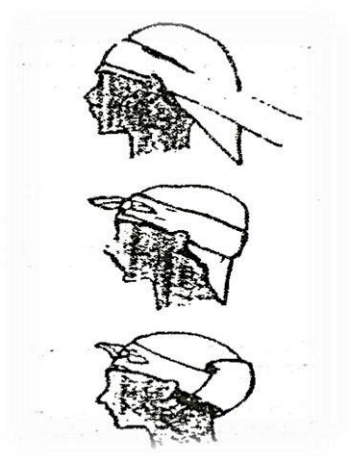
For dressing wounds, you can use it open or folded or partly open or folded.

DRESSING WOUNDS

HEAD



1. Cover the wound with the cleanest piece of cloth (pad) you can find
2. Place the triangular bandage on the head to cover the cloth or pad so that the point is opposite the injury.
3. Place the ends round the head and tie a knot.
4. Put the ends under the bandage where possible.

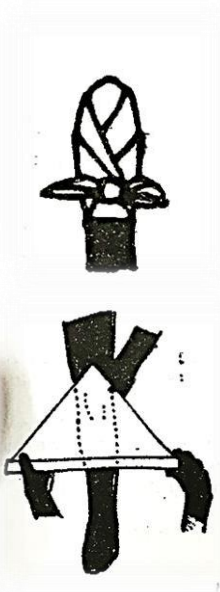
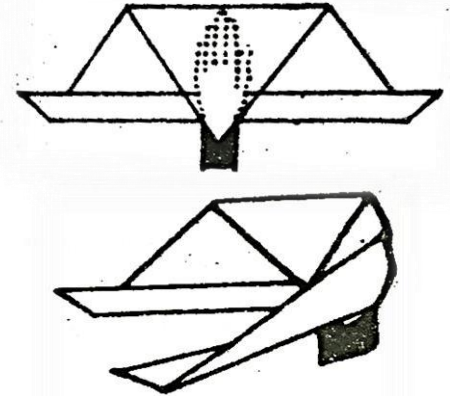


ARM

1. Cover the wound with the cleanest piece of cloth you can find.
2. Place the triangular bandage along the arm. Hold its point at the wrist and place one of the ends on the shoulder.
3. Take the free end and wrap it around the arm towards the shoulder to secure the cloth covering the wound.
4. Tie with a knot.

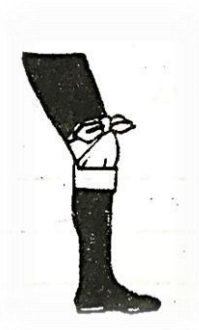
HAND

1. Put the hand on the bandage with the wound facing up. The fingers toward the point.
2. Cover the wound with the cleanest piece of cloth you can find.
3. Fold the point towards the wrist.
4. Cross the ends over the pad.
5. Wind them round the wrist. Tie with a knot.



KNEE

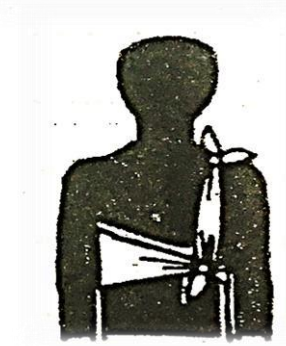
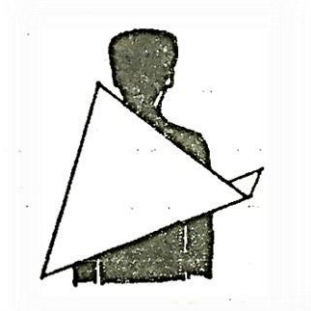
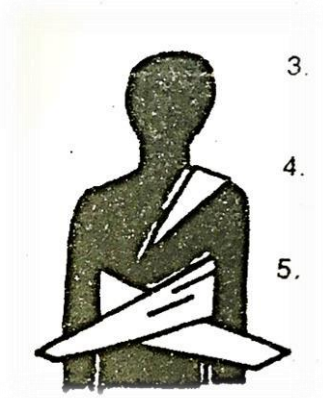
1. Bend the knee slightly.
2. Cover the wound with the cleanest piece of cloth you can find.
3. Place the bandage over the knee to cover the piece cloth with the point towards the body.
4. Pull the ends round the leg and cross them behind the knee.
5. Pull the ends round the leg.
6. Tie with a knot above the knee.



FOOT Do as for HAND

CHEST AND BACK

1. Cover the wound with the cleanest piece of cloth you can find.
2. Place the point of the bandage over the shoulder.
3. Pass the ends round the body and under the arms.
4. Tie in a knot under the point. Leave one end long.
5. Tie this long end to the point.



You can use the same method when you bandage the BACK.

CHAPTER 6 – SUSPECTED FRACTURES AND JOINT INJURIES

INTRODUCTION

A fracture is a broken or cracked bone. To prevent movement of a broken bone it is immobilized. 'Suspected' means that there may be a fracture but you are not sure. In any case you should act as if there is a fracture.

There might be a fracture if:

- It hurts when he moves the limb
- It hurts when pressed
- there is swelling and bruising
- the limb does not work properly - the limb does not look normal.

IMMOBILIZATION OF FRACTURES

To immobilize a suspected fracture properly you must prevent the joints above and below the injury from moving. To immobilize a suspected joint injury properly you must prevent the bones above and below the injury from moving.

1. If there is a wound as well as a fracture you must care for the wound first.

2. Unless life is in danger, do not move a casualty with a suspected fracture or joint injury. First immobilize the injury.
3. Prevent further injury: Steady and support an injured limb until it is properly immobilized.
4. Put soft padding between limb or limbs and body when immobilizing a suspected fracture.
5. You must prevent shock.
6. Call qualified aid.

MOVING A FRACTURE TO ITS NORMAL POSITION

You should only move very bad fractures to their normal position before you immobilize them IF QUALIFIED AID IS NOT AVAILABLE.

You should do this carefully and gently and you will need the help of another person.

You should put limbs in their proper position using smooth steady movements.

1. One First Aider steadies the limb above the fracture.
2. The other First Aider carefully places both hands on the outer end of the fractured limb and pulls gently in the direction in which the limb is lying, Using these smooth movements he puts the limb in a normal position,
3. Do everything in ONE smooth movement,
4. You must prevent SHOCK.
5. Call qualified aid.

S

LINGS

A

sling is used for suspected fractures of:

- the collar-bone
- upper arm
- shoulder blade
- joint injuries of the shoulder, arm or hand.

ARM SLING

1. Support his forearm on the injured side, with the wrist and hand a little higher than the elbow.
2. Place an open triangular bandage between his chest and forearm, The point should stretch well beyond his elbow.
3. Take the upper end over his shoulder on the good side, round the back of his neck to the front of the injured side.
4. Still supporting his forearm, pull the lower end of the bandage over the hand and forearm. Tie it in front of the hollow above his collar-bone,
5. Bring the point forward and fasten to the front of the bandage or twist the point and tuck it in.



When an arm sling has been put on, the base of the bandages should be at the base of the little finger. All his finger nails can be seen. This helps to check his blood circulation.

IMPROVISING SLINGS

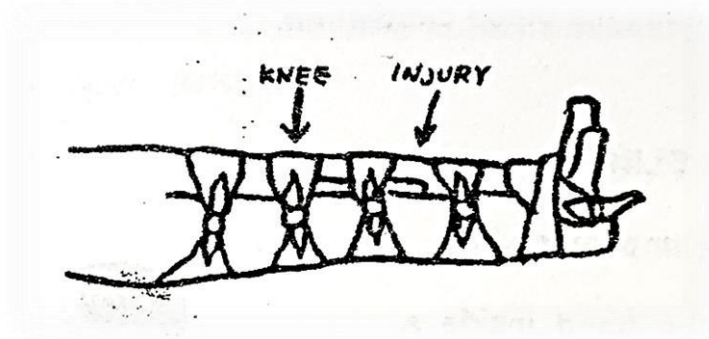
Slings may be improvised by

- putting the hand inside a buttoned shirt
- pinning the sleeve to clothing
- turning up the lower edge of a shirt and pinning it to the clothing.
- using scarves, belts, ties, etc.



THE LEG

1. Steady and support the injured leg.
2. Bring the good leg gently to the side of the injured one.
3. Immobilize by tying both legs together with five folded triangular bandages.
 - One around the ankles, crossing over the top of the feet
 - one around the knees
 - one around the upper legs - one above the suspected fracture
 - one below the suspected fracture.



CHAPTER 7 - BURNS AND SCALDS

INTRODUCTION

Burns can be dangerous and may be very painful. This depends on the size of the burn. If the burn is bigger than the palm of the hand of the person burned, you must call qualified aid.

It is important never to put anything but clean, cold water on a burn.

When somebody is burned:

- reduce pain
- prevent shock
- prevent infection

WHAT TO DO FOR BUANS

1. Remove the cause of the burn, of remove the casualty from the cause.
2. Put all burns at once in the cleanest cold water you can find.
3. Keep the burned area under water until the pain goes away. This can take a long time but do not cease until the pain stops.
4. If you cannot put the burn under water, cover it with a piece of clean cloth soaked in clean cold water.
5. Change these cloths until the pain stops.
6. When the pain stops cover the burn with the cleanest piece of cloth you can find. Fix it gently with a bandage. This helps to prevent infection.

REMEMBER FOR ALL BURNS

1. Reduce pain by using cold clean water
2. Cover the burns lightly
3. If the burn is bigger than the palm of the hand of the person burned, prevent shock and call qualified aid.
4. Never open blisters.
5. Never pull away clothes that are burned to the skin.
6. Remove rings, if possible, where hands or arms are burnt as there will be swelling,

CHAPTER 8 - FIRST AID AT ROAD ACCIDENTS

INTRODUCTION

Traffic on roads is increasing. As more people use roads there are more accidents. One accident may involve many people and more than one vehicle. Remember not all casualties may be seen. People, especially children, can be thrown out of vehicles into the bush or a ditch. In an accident, injuries can happen to people outside them (such as pedestrians) or both.

Many people die after accidents who might have been saved if they had been given First Aid immediately.

WHAT TO DO

1. If you are driving and your car has warning lights, put them on.
2. Send for help, e.g., Police, Fire Brigade, Ambulance. Tell them the exact place and the number of persons hurt.
3. Use bystanders to divert other traffic.
4. Note the time, place, and position of the vehicles and casualties.
5. Turn off the engine of vehicle(s) involved and put on handbrake(s).
6. Stop people smoking.

Give First Aid

Always check for:

- Breathing
- Consciousness
- Bleeding

Do not move a badly injured person until help arrives, unless;

- he is in danger
- he cannot be examined, or - he is unconscious.

If he is conscious, examine him for bleeding and fractures.

If possible, stop the bleeding and immobilize fractures before moving him.

REMEMBER

1. The casualty might lose consciousness.

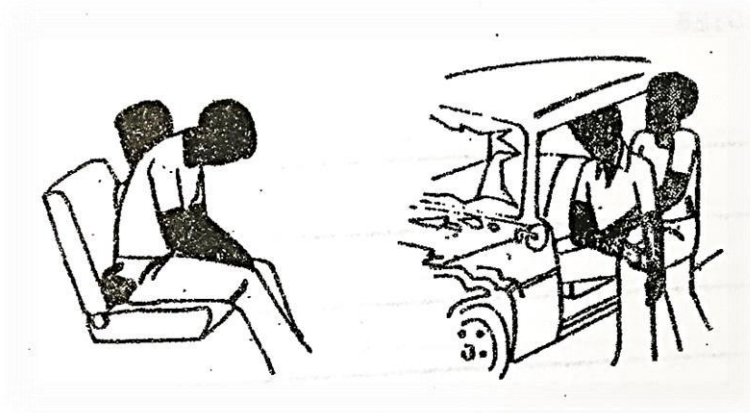
2. He will be in a state of shock.
3. Reassure him and show him you care.
4. If he is unconscious, he cannot tell you what is wrong.
5. He might have spinal injuries, so move him as smoothly, as possible.

HOW TO MOVE A CASUALTY

OUT OF A CAR

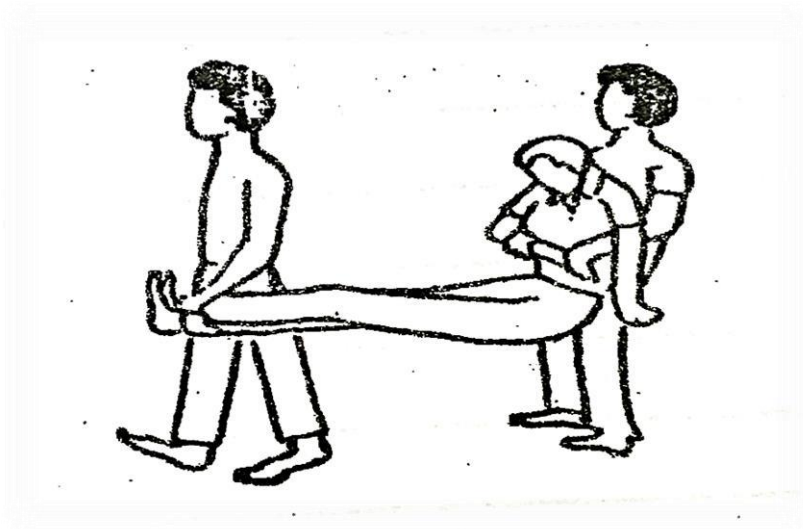
IF YOU ARE ALONE.

1. Free the leg so that they do not get stuck.
2. Reach behind the casualty, grab his clothing on his far hip. Put your other hand on his shoulder nearest to you. Push the shoulder away and pull his back towards you.
3. Put your arms under his arms. Take hold of one of his fore-arms with both your hands.
4. Pull him-steadily out and away from the car.
5. Give First Aid.

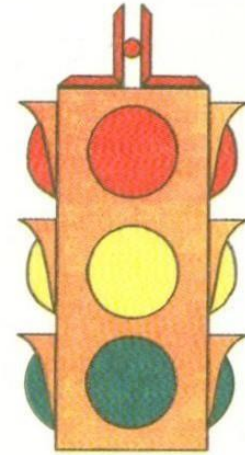
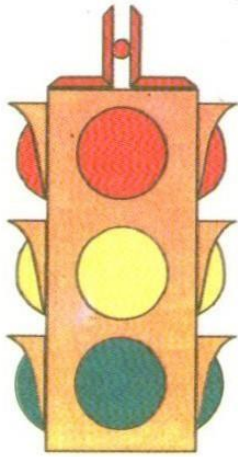


IF THERE IS A SECOND PERSON

- 1 to 3 as above.
4. The second person crosses the leg of the casualty before he



is removed from the car. He assists in carrying the casualty by his ankles.



LEARNER



**DRIVERS' THEORETICAL
PROGRAMME**

NEW LAW IN GUYANA

Don't drink and drive

If we catch you, you're in trouble!

First Time : You will be fined \$7,500.

Second time : You will lose your license for one year.

Third time : You will lose your license for good. **THE**

LAW

A person shall not drive or attempt to drive or be in charge of a motor vehicle on a road or other public place if he has consumed alcohol in such a quantity that the proportion in his breath or blood exceeds the prescribed limit.

The prescribed limit is two beers or 35 microgrammes of alcohol. If you are stopped, given a breathalyser test, and it registers over the legal limit, you will be subject to a fine of \$ 7,500.00.

A policeman may stop you if he notices you driving erratically, weaving in and out of lanes, excessively speeding.

A person convicted of two consecutive offences will be disqualified for a period of 12 months, unless the court for special reasons decides to order a longer period of disqualification.

A third conviction, and you will be permanently disqualified from driving.

List of Contents

1. Distance Learner Driver
2. Learner / Driver Theoretical Programme
3. Laws of Guyana: - Motor Vehicles and Road Traffic Act. Chapter 51:02. Part 111, Section 14 (1) to 16 (4)
4. Information on Drivers Licence
Laws of Guyana: Motor Vehicles and Road Traffic Act, Chapter 51:02 Part 5 Sections 20 (1) to 29
5. Traffic Signs, Signals and Road Marking:-Laws of Guyana Motor Vehicle and Road Traffic (Light Signals) Regulations Chapter 51:02 Sections 2 to 8
6. Laws of Guyana - Motor Vehicles and Road Traffic (Regulations) Chapter 51:02 Section 175 (1) to 179 (9), Section 180 (a) (1) to (6) (11); 189 (1) to (7)
7. The Concepts of Defensive Driving
8. Theory of Driving and good Driving Habits
9. Principles of Steering, Cornering and Control of Motor Vehicle

LEARNER DRIVER

SUBJECT

REFERENCE

1. Certificate of fitness	Laws of Guyana Motor Vehicles and Road Traffic Act Chapter 51:02 Part iii. Section 15.
2. Information on Drivers Licences to section 29.	Laws of Guyana, Motor Vehicles and Road Traffic Act Chapter 51:02 part v, Sections 23(1)
3. Highway Code	Guyana Road Safety Code
4. Motor Vehicle Insurance Act	Laws of Guyana, Motor Vehicles Insurance (Third Party Risk) Act Chapter 51:03
5. Traffic signs; Signals and Road Markings 51:02	Laws of Guyana, Motor Vehicles and Road Traffic (Light Signals) Regulations Chapter 51.02. Sections 1 to 8 (2). Motor Vehicle and Road Traffic Act Chapter 51:02. Also Regulations 175 (1) to 189 (7) of the Motor Vehicles and Road Traffic Regulations Chapter
6. First Aid Caribbean Communities.	Emergency First Aid. A programme for
7. Principal parts of Motor Vehicles	Motor Vehicles Basic Principles by V.A.W Hiller. Lubrication and Cooling System.
8. Braking System; Steering and Suspension	V.A.W Hiller
9. Daily and weekly checks of transmission Electrical Systems.	
10. Principles of steering cornering control of a Motor Vehicle	Highway Code and
11. Defensive Driving	-do-
12. Theory of Driving and Good Driving Habits.	-do-

13. Minor Traffic offenses.

**Guyana Police Force,
Traffic Headquarters,
Eve Leary,
Candidate:**

Name:

Address:

ID/Passport #:

Traffic Contact#:

Learner/Driver Theoretical Programme

Dear Candidate,

Welcome, we are pleased that you have enrolled for the above stated programme. In an effort to facilitate many persons, the learner/driver theoretical programme has been reviewed. The Programme follows the below stated path:-

- a. Registration.
- b. Issue/receipt of study package
- c. Personal Study
- d. Tutorial
- e. Written examination (theory)
- f. Re-sit of examination (where necessary)

Registration

In order to complete your registration process as a learner/driver, you must satisfy the Traffic Officer that you have:

- a. Acceptable identification (National ID Card/Passport Photocopy).
- b. Paid to the Police Finance Office, a fee of three thousand, five hundred dollars.
- c. The same form of identification (ID or Passport) used when purchasing the Package must also be presented at the examination Centre.

You are then allotted a candidate number.

Your number is:

(Please note this number for further reference)

Study Package

You are in possession of a learner/driver theoretical programme study package. Please ensure that it is in keeping with the content sheet enclosed. This package is to be used as a primary source of information during your study. You may find useful supplementary information on some aspects of the syllabus elsewhere, but your examination will be derived largely from the information contained in this package.

Personal Study

Candidates for the learner/driver theoretical examination programme are required encouraged to do personal study of the established syllabus. Study may be done in small groups of friends, or on an individual basis. Candidates are expected to study and know the entire syllabus, being prepared to answer an examination paper of multiple choice type questions.

Guidelines

1. Candidates are afforded the opportunity of attending four lecture sessions prior to the date of their first examination.
2. Candidates for examination are required to be in the examination area at least fifteen (15) minutes before the commencement of the examination.
3. Candidates will have in their possession only, suitable pen for writing the examination. No unauthorised paper or books are to be in the possession of the candidate.
4. The presence of unauthorised material found in the possession if a candidate will be deemed as intent to cheat and such candidate will be expelled from the examination area.

5. Candidates will take up seats at reasonable intervals to give an environment of examination.
6. The prescribed examination papers will be distributed to candidates.
7. Candidates will be allowed time to read through the question paper and clear up, aspects of misunderstanding.
8. A specific time to start and stop, writing the examination will be established.
9. At the designated time to stop, all papers will be collected and accounted for by the invigilator.
10. No conclusion between-candidates will be permitted. Persons found in this act will be expelled from the examination.
11. Late candidates will be allowed to write the examination after fifteen (15) minutes have elapsed from the commencement of the examination. **Time lost due to lateness is entirely at the detriment of the candidate.**
12. Candidates who leave the examination room before thirty (30) minutes after the commencement of the examination will not be allowed to re-enter.

13. N.B. Re-Information

Please be advised that it is absolutely necessary to attend all four (4) lectures on the given dates or you will not be eligible to write the theoretical examination on.

Written Examination:

Examination for the learner/driver theoretical programme will be held no sooner than one (1) month after the issue. The specific date for the sitting of your examination could be

confirmed via telephone contact (in the absence of a telephone) at the office from where you uplifted this package (Please quote your candidate number when calling).

The examination will be of multiple choice type questions, and you are required to achieve a qualifying mark of sixty five (65) percent for certification at the end of the examination. The ultimate aim of this programme is however, that you put into practice what you have learnt during this course of study.

Re-sit of Examination

Candidates sit theoretical examinations will be sent letters of their success or failure. (Please inform us immediately of any change of your address). In the case of failure, a re-sit of the theoretical examination may be arranged for an additional fee of one thousand dollars (\$1,000.00) for each additional sitting of the examination. Arrangements for a re-sit of the examination may be made at the office at which the original examination was done.

Conclusion

It is hoped, that you will apply yourself to the study of this package and you are encouraged to strive for success.

Best wishes

THEORETICAL EXAMINATION GUIDELINES LEARNER/DRIVER PROGRAMME

Candidates are required to do a written examination at the end of this study. Your success as a driver on the roads of Guyana however, extends beyond the examination to the actual practice of the

principles in the theories learnt. You must therefore be knowledgeable of all principles. The examination is intended to confirm this knowledge.

SCHEDULE:

1. Date of issue of Package:

2. Date(s) of lecture(s):

Tuesday:

Tuesday:

Tuesday:

Tuesday:

Time:

Venue:

3. Date of Examination

Or anyday thereafter..... at hours

Your Candidate's Number:

(You must bring along this document to tutorial/examinations).

N.B ALL STUDENTS ARE ASKED TO BRING ALONG NATIONAL IDENTIFICATION.

Sample Questions

The examination will be of multiple choice type. Examples of which are given below. 1.

The Traffic Light controls:-

- a) all road users
- b) only cyclist
- c) all motor vehicles
- d) Pedestrians only

2. When the main operation components are attached onto the main frame, the assembly is called a:- a) unit

- b) chassis
- c) body shell
- d) sub-section

Answering

- a) You are required to mark (x) on the letter you think gives the correct answer.
- b) If you decide to change this answer, you must circle the incorrect answer and mark a new (x) on the correct answer.
- c) The above, is standard required method of answering each question. If you do otherwise, it may result in loss of marks.
- d) Only a stable pen is to be used in answering each question.

PLEASE OBEY THE RULES

Best Wishes

Laws of Guyana: Motor Vehicle and Road Traffic Act.

Chapter 51:02. Part iii, Sections 14 (l) & 15

14

(1) Applications for a certificate of fitness in respect of a motor vehicle shall be made to a certifying officer and shall be accompanied by the prescribed fee

Provided that: -

- (a) where a second or subsequent application is made in respect of the same motor vehicle in any one year no fee shall be required.

(b) no fee shall be charged under this section for the inspection of any motor vehicle which is the property of the Government or municipal council or a local authority which has been exempted from the payment of registration fees by the Minister, or the Georgetown Sewage and Water Commissioners.

(2) if, after inspecting the motor vehicle, the Certifying Officer is satisfied that the vehicle conforms to the prescribed conditions as to fitness, he shall, subject to the regulations, issue a certificate of fitness in respect of the vehicle for such time as he shall think fit.

(3) The Licensing Authority may at any time revoke or suspend a certificate of fitness if on the advice of the Certifying Officer, it appears to him that the motor vehicle has ceased to comply with any of the prescribed conditions as to fitness.

(4) A certifying officer may issue a certificate of fitness without inspection if he is satisfied that the motor vehicle conforms to the prescribed conditions as to fitness.

15. Any person who drives on a road a motor vehicle in respect of which a certificate of fitness is not in force or in respect of which the prescribed conditions as to fitness are not fulfilled shall be guilty of an offence.

Documents to be Presented when applying for Fitness

(i) Revenue licence

(ii) Registration

(iii) Certificate of Insurance

23. (1) A person shall not drive a motor vehicle on a road unless he the holder of a Driver's license and a person shall not employ any person to drive a motor vehicle on a road unless the person so employed is the holder of a Driver's License and if any person acts in contravention of this Section he shall he guilty of an offence.

(2) Any person driving a motor vehicle on a road including any person who supervises that person while driving shall, on being so required by a police Constable, produce his licence for examination, so as to enable the police constable to ascertain the name and address of the holder of the license, the date of issue, and the authority be which it was issued, and if he fails so to do, he shall be guilty of an offence.

(3) Any person producing his license under the preceding subsection shall, if requested to do so declare his present address and if he refuses to do so he shall be guilty of an offence.

24. A license to drive a motor vehicle shall not be granted to any applicant unless he satisfies the licensing officer that he has either:

- (a) at some time passed the prescribed test of competence to drive: or
- (b) at any time before the commencement of this Act held a certificate in Guyana or a license elsewhere in the Commonwealth authorising him to drive any motor vehicle of the class or description which he would be authorised by the license applied for to drive.

25. (1) For the purpose of enabling the applicant for the grant of a license to learn to drive a motor vehicle with a view to passing the prescribed test, the licensing authority may, if so requested by him, and on payment of the prescribed fee, grant him a provisional license upon such terms and conditions and for such period, and in such form, as may be prescribed.

(2) if any person to whom such a provisional license is granted fails to comply with any of the conditions subject to which it is granted, he shall be guilty of an offence.

26. Tests of competence to drive a motor vehicle shall be conducted by a Certifying Officer in the prescribed manner and on payment of the prescribed fee.

27.(1) on an application for the grant of a Driver's License the applicant shall make a declaration in the prescribed form as to whether or not he is suffering from any such disease or physical disability as may be specified in the form or any other disease or physical disability which would be likely to cause the driving by him of a motor vehicle being a vehicle of such a class or description as he would be authorised by the license to be a source of danger to the public

(2) If from the declaration it appears that the applicant is suffering from any such disease or disability as aforesaid, the Certifying Officer shall refuse to grant the license Provided that: -

(a) A license limited to driving an invalid carriage may be granted to the applicant if the Certifying Officer is satisfied that he is fit to drive such carriage, (b) The applicant may, except in the case of such diseases and disabilities as may be prescribed, on payment of the prescribed fee, claim to be subjected to a test as to his fitness or ability to drive a motor vehicle of any such class or description as he would be authorised by the license to drive, and if he passes the prescribed test and is not otherwise disqualified, the license shall not be refused by reason only of this subsection so, however, that if the test proves his fitness to drive vehicles of a particular construction or design only, the license shall be limited to the driving of such vehicles

(c) if on the first application for the grant of a license by a person who at the commencement of this Act is the holder of a driver's certificate under the (repealed) Motor Vehicles Act, 1932 an applicant who is suffering from a disease or disability other than a disability prescribed as aforesaid makes a declaration that notwithstanding his disease or disability he has during the six months immediately preceding the application been in the habit of driving a motor vehicle of any such class or description as he would be authorised by the license to drive and that the disease or disability from which he suffered did not cause the driving of such motor vehicle by him to be a source of danger to the public, the license shall not be refused by reason only of this subsection

(d) If on the application for the grant of a driver's license the applicant makes a declaration that on the occasion of a previous application by him a license was granted to him after passing such a test as aforesaid or making such a declaration as is mentioned in the last preceding paragraph of this proviso a further test shall not be required, unless from the declaration as to physical.

fitness made by him for the purposes of his application or from information received by the certifying officer, it appears that the disease or physical disability from which the applicant is suffering has become more acute, or that the applicant is suffering from some disease or disability not disclosed on the previous occasion or contracted since that occasion.

(3) if it appears to a certifying officer that there is reason to believe that any person who holds a license is suffering from a disease or physical disability likely to cause the driving by him of a motor vehicle being a vehicle of any such class or description as he is authorised by the license to drive, to be a source to danger to the public, and on enquiry into the matter the certifying officer is satisfied that the license holder is suffering from a disease or disability as aforesaid, then whether or not the holder so suffering as aforesaid has previously passed a test under this section the certifying officer may, after giving to the license holder notice of his intention so to do, revoke the license and the license holder shall, on receipt of such notice, deliver the license to the certifying officer for cancellation.

Provided that the license holder may, except in the case of such disease and disabilities as may be prescribed, claim to be subjected to a test as to his fitness or disability to drive a motor vehicle, and if he passes the prescribe test the license shall not be revoked.

(4) if any person is aggrieved by the refusal of a certifying officer to grant a license or by the revocation of a license under this section, he may, after giving to the officer notice of his intention to do so, appeal to the magistrate's court of the magisterial district in which the said person resides, and on any such appeal the court may make such order as it thinks fit, and any order so made shall be binding on the certifying officer.

28 (1) Subject to this Part the licensing officer, except in the case of an applicant who is disqualified as hereinafter mentioned, shall on payment of the prescribed fee grant a license to any person who applies for it in the prescribed manner and make a declaration in the prescribed form that he is not disqualified by reason of age or otherwise from obtaining the license for which he is applying.

Provided that no fee shall be payable by any police constable or member of the Guyana Defence Force who is required to drive in the course of his duty any motor vehicle which is the property of the State.

(2) Licenses shall be in the prescribed form, and where under this Part the applicant is subject to any restriction with respect to the driving of any class of motor vehicle, the extent of the restriction shall be specified in the prescribed manner in the licence.

(3) Subject to the provision of this Act with respect to provisional licenses, a license shall, unless previously revoked or surrendered, remain in force for three (3) consecutive months from the date of issue.

(4) A person shall be disqualified from obtaining a license.

a) while another license granted to him is in force.

b) if he is by a conviction under this Act or by an order of a court there under disqualified from holding or obtaining a license.

(5) In any proceedings the fact that a license has been granted to a person shall be evidence that person for the purpose of obtaining that license made a declaration that he was not disqualified from holding or obtaining a license .

29. The Licensing Authority shall keep a register of all driving licenses issued in which shall be entered the name and address of the holder and the date of issue of the license, the class of vehicle authorised to be driven and a record of any conviction against the holder of the license.

MOTOR VEHICLES INSURANCE (THIRD PARTY RISK) ACT CHAPTER 51:03 SECTIONS 3 4&7

3. (1) subject to this act, it shall not be lawful for any person to use or to cause or permit any other person to use a motor Vehicle on a public road unless there is in force in relation to the user of the vehicle, by that person or any other person, as the case may be, such a policy of insurance or such security in respect of third party risks as complies with the requirements of this. act.

(4) This section shall not apply to any motor vehicle owned by Government or by the Georgetown City Council or the New Amsterdam Town Council when such motor vehicle is used and employed exclusively upon Government or Municipal service or to any vehicle at any time when it is being driven for police purposes by or under the direction of a member of the police force or when it is being driven by a certifying officer in exercise of his duties under the Motor Vehicles and Road Traffic Act.

4. In order to comply with the requirements of this act a policy of insurance must be a policy which,
- (a) Is issued by a person who is an authorised insurer and
 - (b) Insures such person, persons, or classes of persons as may be specified in the policy in respect of any liability which may be incurred by him or them in respect of the death of or bodily injury to any person caused by or arising out of the use of the motor vehicle on a public road.
 - (c)

5. (1) Any person driving a motor vehicle on a public road shall, on being so required by any member of the police force, give his name and address and the name and address of the owner of the motor vehicle and produce his certificate and if he fails so to do he shall be guilty of an offence.

Provided that if the driver of a motor vehicle within five days after the date on which the production of his certificate was so required, produces the certificate in person at such police station as may have been specified by him at the time its production was required, he shall not be convicted under this subsection for the offence of failing to produce his certificate.

PROVISIONS AS TO DRIVING AND THE USE OF ROADS AND OFFENCES IN CONNECTION THEREWITH

33. (1) A person under sixteen years of age shall not drive a motor vehicle on a road.

- (2) A person under seventeen years of age shall not drive a motor vehicle other than a motor cycle or invalid carriage on a road.
- (3) A person under eighteen years of age shall not drive a hire car, motor lorry, or motor tractor on a road:

Provided that a vehicle being an agricultural tractor shall not be deemed to be driven on a road within the meaning of this subsection while it is being so driven in the course of the internal operations of an estate or plantation.

- (4) Any person who drives, or causes or permits any other person to drive a motor vehicle in contravention of this section, shall be guilty of an offence.
- (5) A person prohibited by this section by reason of his age from driving a motor vehicle or a motor vehicle of any class, shall be deemed to be disqualified from holding or obtaining any driving license other than a license to drive such motor vehicle, if any, as he is not by this section forbidden to drive.

TRAFFIC SIGNS, SIGNALS AND ROAD MARKING LAWS OF GUYANA
MOTOR VEHICLE AND ROAD TRAFFIC (LIGHT SIGNALS) REGULATIONS
CHAPTER 51:02 SECTIONS 2 TO 8

2. The licensing authority may erect and maintain light signals for the control of vehicular traffic subject to the following provisions:

- (a) three lights shall be used facing the stream of traffic which the signal is intended to control, one red, one amber and one green
- (b) the lamps showing the colored lights aforesaid shall be arranged vertically, the lamp showing a red light being the uppermost and that showing a green light the lowermost.
- (c) each lamp shall be separately illuminated and the effective diameter of the lens thereof shall not be less than eight inches, nor more than ten inches:
- (d) the height of the center of the green lens from the road shall be seven feet six inches, provided that where desirable owing to the road gradient this may be increased to not more than ten feet.
- (e) the centers of the lenses shall not be more than fourteen inches apart
- (f) the word "STOP" in black lettering shall be placed upon the lenses of the lamp showing a red light and no other lettering shall be used upon the lenses or in connection with a light signal;
- (g) the sequence of the signal lights shown for the purpose of controlling vehicular traffic shall be as follows:
 - (i) green
 - (ii) amber
 - (iii) red

(ii) amber

(iv) green

3. (1) A line, hereinafter referred to as the stop line, may be placed on the road surface to indicate the place where vehicular traffic must stop when required to do so by the light signals as hereinafter provided.

(2) The colour of the stop line shall be yellow or white and may either be painted or may be made of metal or other suitable material.

(3) The width of the stop line which shall be placed transversely on the road surface shall be five inches.

4. The significance of the light signals aforesaid shall be as follows:

(a) the green signal shall be taken to indicate that vehicular traffic may pass the Stop line and proceed with due regard to the safety of other users of the road and subject to the directions of any police constable who may be engaged in the regulation of traffic;

(b) the amber light shall be taken as prohibiting vehicular traffic from proceeding beyond the stop line or if the stop line is not for the time being visible, beyond the signal, except in the case of any vehicle which when the signal first appears is so close to the line or signals that it cannot safely be stopped before passing the line or signals.

(c) the red light shall be taken as prohibiting vehicular traffic from proceeding beyond the stop line. If the line is not for the time being visible, beyond the signals, until the green light is shown.

5. A lamp which when lit shows a green arrow on a black background may be used in conjunction with the light signals aforesaid. Where so used vehicular traffic may proceed in the direction indicated by the arrow during such time as the arrow is illuminated, notwithstanding that such traffic would otherwise be required by the signal to stop.

6. Notwithstanding anything to the contrary in these regulations light signals may show a flashing amber light or flashing red light alone and when so used:

(a) the flashing amber light shall be taken to indicate that vehicle traffic can proceed beyond the stop line, or if the stop line is for the time being not visible, beyond the signals with caution: (b) the flashing red light shall be taken to indicate that vehicular traffic is required to halt at the stop line, or, if the stop line is for the time being not visible, at the signals and to proceed only when it is safe to do so.

7. (1) Light signals may be used for the purpose of indicating to pedestrians the period during which it is desirable that they, should or should not cross the road.

(1) Except when such signals are used in conjunction with light signals for the control of vehicular traffic, red and green lights only shall be used for the purpose and the words “DON’T WALK” shall be used upon the lenses of the lamps showing a red light and “WALK” upon the lenses of the lamps showing a white light.

(3) When such signals are used in conjunction with light signals for the control of vehicular traffic, they shall consist of:-

(a) a lamp facing across the roadway, which when lit illuminates the word “WALK” in white letters on a black back ground; or

(b) two lamps arrange vertically facing across the roadway, the upper lamp of which, when lit, shows a red light, and the lower lamp, when lit, illuminates the words “WALK” in the white letters on a black back ground, or

(c) two lamps arranged vertically facing across the roadway, the upper lamp which bears the words “DON’T WALK” in red letters on the black back ground and the lower lamp the words “WALK” in white letters on a black back ground.

4. Where lamps are provided in accordance with sub paragraph (c) of the last preceding paragraph their wording and coloring may also be used upon a plate or other attachment to the signal illuminated by transparency provided that the wording on such plate or other attachment faces across the footway and not across the roadway.

8. (1) Any person who by any act or omission contravenes or fails to comply with any of these regulations shall be liable on summary conviction to a fine of one hundred and fifty dollars.

(2) For the purposes of paragraph (1) any person who fails the comply with a light signal in the manner signified by regulation 4 of regulation 6 shall be deemed to have contravened or failed to comply with regulation 4 or of regulation 6, as the case maybe.

Laws of Guyana – Motor Vehicle and Road Traffic (Regulations) Chapter 51:02 Section 175 (1) to 179 (9): Section 180(a) (1) to (6)(11); 189 (1) to (7)

175. (1) The traffic signs which the Commissioner of Police may cause or permit to be placed on near any rad for the purposes specified in the Third Schedule hereto shall conform with the diagrams set out in the said Schedule.

(2) The signs set out in the Third Schedule are to give information to users of the highway of the purposes Specified in the said Schedule against a corresponding number to that of the respective sign.

(3) Notices may be used in conjunction with a sign shown in the said Schedule indicating such limitations, as the Commissioner of Police may deem appropriate.

176. Where road works are in progress or where for some other reason the width of the road surface is temporarily restricted so that it will carry only one line of traffic, signs of the size and type illustrated in diagram (22) of the Third Schedule may be used for the purpose of Controlling traffic.

177. Except where otherwise indicated in the diagrams the symbols, letters, and numbers in the signs of the types shown in the diagrams (except (17) and (18): of the third Schedule shall be in black upon a white ground.

178. (1) Lines may be placed on road surfaces for indicating.

- (a) the position beyond which vehicular traffic should not proceed when required to stop by a Police Constable engaged in the control of traffic or by any road signs or by light signals;
- (b) the course of direction to be taken by vehicular traffic on roads;
- (c) the demarcation of lanes for the traffic on roads;
- (d) the proximity situation of street refugees and fire hydrants;
- (e) crossing places for pedestrians;
- (f) the prohibition or restriction of parking, the limits of the areas thereof, and bus stops.

(2) The colour of lines and other traffic signs on road surfaces shall be yellow or white and the lines may either be painted or may be made of metal or other suitable material.

(3) The width of transverse lines on road surfaces shall be 5 inches; the width of other lines shall be not less than 4, nor more than 5 inches.

(4) (a) A broken line shall be used for the center lines on roads permitting two lanes of traffic and subject to as may hereafter be provided it may be crossed at the discretion of the driver. (b) A continuous line shall be used for the center lines on two way roads carrying more than two lanes of traffic.

(c) All center lines on two way roads carrying single lane traffic in either direction and all lane lines shall be marked in white.

(d) Center lines on two-way roads with two or more lanes of traffic either way shall be marked in yellow.

(e) Overtaking of a moving vehicle or the stopping along a road shall be prohibited by a continuous yellow line, as viewed in the direction of travel of the vehicle, being placed left of the center line of the road.

(5) Every vehicle other than a vehicle being used for fire brigade, ambulance or police purposes proceeding on any length of road along whose surface a continuous line has been marked that, as viewed in the direction of travel of the vehicle, such line is on the left of a dotted line or another continuous line shall be so driven as to keep the first mentioned continuous line on the right hand or off side of the vehicle.

Provided that a vehicle may, if not otherwise prohibited than by the foregoing provisions cross or straddle the said first mentioned continuous line for the purpose of obtaining access to any other road joining the length of road along which the line is placed or to land or premises situated on or adjacent to the said length of the road or, if it is necessary to do so -

(a) in order to pass a stationary vehicle, or owing to circumstances beyond the control of the driver or in order to avoid an accident;

(b) for the purpose of complying with any direction of 2 Police Constable in uniform.

(6) No vehicle while travelling next to a broken line placed left along the surface of a road, as viewed in the direction of travel of the vehicle, of a continuous line should cross or straddle the dotted line unless it is seen by the driver of the vehicle to be safe to do so.

(7) No vehicle shall cross or straddle any area on the surface of the road bordered in by yellow.

(8) No vehicle shall stop on an length of road along which a continuous yellow line as mentioned in paragraph 4(e) is placed provided that if it is necessary to do so a vehicle may so stop: (a) to enable the vehicle to be used in carrying out an approved road work if it cannot be used without stopping on that length or road, or

(b) to enable a person to board or alight from the vehicle, or

(c) if it is a vehicle being used for fire brigade, ambulance or police purpose, so however, that it shall not be considered necessary to stop the vehicle for the purposes of paragraphs (a) or (b) if it is practicable to stop the vehicle for the respective purpose in a lay by or on a road parapet or verge.

(9) No vehicle shall proceed beyond a transverse line (placed on a road for indicating one of the purposes mentioned in paragraph 1(a) in such a manner or at such a time as is likely to cause danger to the driver of any other vehicle.

(10) A vehicle shall be driven as nearly as practicable entirely within a single lane along a roadway divided into two or more lanes for traffic by any broken or solid white lines and no vehicle shall be made to cross or straddle such lines unless it is seen by the driver thereof safe to do so.

179. (1) The words "Look Left" or "Look Right" in letters 12 inches in depth the strokes of which are 2 inches in width may be used on road surfaces for the purposes of warning pedestrians in One-way streets.

(2) At the approaches to road junctions where traffic may proceed straight ahead or turn to the left or to the right appropriate words indicating the course to be followed by vehicles travelling along any portion of a road may be used on road surfaces in letters 4 feet in depth the strokes of which are 4 inches in width, and the direction which traffic is to take may be further indicated by arrows with shafts 4 inches in width.

(3) The words "SLOW" or "STOP" or "YIELD" in letters 4 feet in depth and of not less than 4 nor more than 5 inches in width may be used on road surfaces at the approach to road junctions, corners and at similar places where drivers of vehicles are liable not to see other warning signs.

TRAFFIC SIGNALS

180. Every person driving or propelling a vehicle on a road shall, when necessary, give the appropriate traffic signal herein described.

(a) Signals to other drivers in rear of vehicle: -

(i) "I am going to slow down or stop"

Extend the right arm with the palm of the hand turned downwards and move the arm slowly up and down, keeping the wrist loose.

(ii) "I am going to turn to my right or leave a line of traffic."

Extend the right arm and hand, with the palm turned to the front, and hold them rigid in a horizontal position straight out from the off side of the vehicle or extend the off side direction indicator.

(iii) "I am ready to be overtaken."

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards. (iv) "I am going to turn to my left."

Extend the right arm and hand below the level of the shoulder and then move the arms upwards in a circular motion so that on completion of the movement the wrist is in line with the head, fingers of the right hand pointing inwards.

(b) Signals to Police Constable and traffic in front of the vehicle.

(i) "I want to go straight ahead"

Raise the hand towards the shoulder and move the forearm well forward and then backwards in a vertical plane, making the movement sufficiently pronounced to be easily seen by the Constable. (ii) "I want to turn to my left."

Point the hand to the left, making the movement sufficiently pronounced to be easily seen by the Constable or extend the near side direction indicator.

(iii) "I want to turn to my right."

Extend the right arm and hand, with the palm turned to the front, and hold them rigid in a horizontal position straight-out from the off side of the vehicle, or extend the off side direction indicator.

CROSSINGS

189 (1) Every person driving or propelling a vehicle when approaching a crossing shall unless he can see that there is no foot passenger thereon, proceed at such a speed as if to be able, if necessary, to stop before reaching such crossing.

(2) Every person driving or propelling a vehicle at or approaching a crossing where traffic is not for the time being controlled by a Police Constable shall allow free and uninterrupted passage to any passenger who is on the road at such crossing, and every such foot passenger shall have precedence over all vehicular traffic at such crossing.

(3) Every person driving or propelling a vehicle at or approaching a crossing at an intersection where traffic is for the time being controlled by a Police Constable shall allow free and uninterrupted passage to every foot passenger who has started to go over the crossing before the driver receives a signal that he may proceed over the crossing.

(4.) No person driving or propelling a vehicle shall cause such vehicle or any part thereof to stop upon any crossing unless either

(a) he is prevented from proceeding by circumstances beyond his control; or

(b) it is necessary for him to stop in order to avoid an accident

(5.) No foot passenger shall remain upon any crossing longer than is necessary for the purpose of passing from one side of the road to the other with reasonable dispatch.

(6.) Where a marking on the road is placed for indicating the crossing of the pedestrians at a road junction controlled by traffic signals or a Police Constable or a member of a school safety patrol and the time permitted for such crossing is not indicated by any mechanical device. No pedestrian shall save as provided in paragraph (3) proceed across or along the road in a direction contrary to that permitted by the signals, or the Constable or such member for the movement of vehicles.

(7.) No pedestrian shall proceed across or along a road in the path of an approaching vehicle (other than in the circumstances permitted at a crossing or under the direction of a Police Constable or a member of a school safety patrol) thereby endangering himself or likely to cause danger to other users of the road.

THE CONCEPTS OF DEFENSIVE DRIVING

There are three basic ideas that form the foundation of Defensive Driving. Once you understand the ideology behind them, you are on your way to becoming a defensive driver.

PREVENTABLE COLLISION

The first of these three ideas is that all motor vehicle collisions can be classified as either preventable or non-preventable. “A preventable collision is one in which the driver fails in doing everything reasonable to prevent it.”

In that definition the key word is reasonable. The word possible could have been used instead of reasonable, but there is always something possible that could have been done to prevent a collision, like staying home, rerouting a trip, or taking another street to work. It is more appropriate, then, to say “do everything reasonable to avoid a collision.” The defensive driver knows what is reasonable, and can apply the techniques of defensive driving.

DEFENSIVE DRIVING

Defensive Driving is driving to save lives and money in spite of the conditions around you and the actions of others. This is the second basic idea of defensive driving. Lives, time and money are three vital elements to all of us. A defensive driver's first concern is saving lives by avoiding fatal collisions. That means knowing how to avoid them. The second element is time. Collisions take away valuable time, either time lost in repairing a vehicle or time lost while recuperating from serious injury. The last element is money. Collisions cost money, through vehicle repair, hospital bills, or ticket payment.

The second part of the definition, “in spite of the conditions around you... driver must adjust to external conditions in a reasonable and correct manner.

The last part of the phrase “... and the actions of others” means that while you may be a defensive driver, other motorists may not be. So it is up to you to be alert and conscious of the other driver around you.

DDC COLLISION PREVENTION FORMULA

The ability to recognize a hazard, understand the defense, and act correctly in time is key to defensive driving.

Recognizing a potential hazard prepares you to do what is reasonable to avoid it. To recognize means that you are cognizant of the conditions around you. Scan the road ahead of you. Know what is occurring ahead and behind your vehicle. Be alert for sudden changes in existing driving conditions.

When you spot a possible hazard, understand what to do, know how to defend yourself and others. You must understand what you do by anticipating what will happen and deciding what to do to avoid a collision.

Once you have decided what to do, you must act correctly in time. That means making the transition from the mental process of decision to the physical action of carrying out the maneuver.

CONDITIONS

In the definition of defensive driving, there is the phrase “... in spite of the conditions around you...” There are six conditions that are always present and adjusting to them is vital.

1. LIGHT

There are many different existing light conditions. Day and night are the obvious ones, but there are also other light conditions to which we must adjust. There are overcast skies, fog, smoke, glaring light, and inconsiderate drivers with their high beams on, behind or approaching your vehicle.

If a driver approaching you has high beams on, look to the left for the white line or the edge of the road to avoid being temporarily blinded and to guide you along the road. If a driver behind you has high beams on, adjust your mirror to the right setting and slow down. This encourages the driver to pass you and gets the light out of your eyes.

2. WEATHER

Weather conditions can affect your ability to see and be seen. Rain and fog can make roads slick and can frequently obscure lane markings, road edges, and traffic signs. ‘In inclement weather, slow

down and put on your low beams. If weather condition dictates the need for windshield wipers, it's a good idea to turn on your lights too.

On wet or oily Roads it's possible for your vehicle to hydroplane. Hydroplaning occurs when the tread of your tyres is not in full contact with the road.

The tyres glide on a layer of water or oil and this can reduce your ability to control the vehicle. To avoid hydroplaning, slow down the minute it starts to rain or to fog and increase your following distance from the vehicle ahead of you.

In fog, drive with your low beams on. High beams shine directly into the fog and reflect off the condensed water particles-ides back into your eyes.

3. ROADS

Road conditions can also affect the way in which we drive. As you drive, check the shape of the road. On curvy or hilly roads, your ability to recognize hazards is reduced. Slow down and stay alert. Check the surface of the road. There are many different road surfaces and textures and your vehicle will react to a situation and your control of the vehicle. Also, check the shoulder of the road. You need to determine whether the shoulder is safe to drive on in case of emergency. When driving on a road under repair be alert for construction workers, unclear lane marking, lower speed limits, and barricades marking obstacles that have been moved or removed inadvertently.

4. TRAFFIC

At certain times of the day traffic congestion can cause hazards. The most congested times are the morning and afternoon rush hours. In addition, during lunch hour pedestrian traffic is heavy and is a cause for special driver alertness if possible, avoid driving Sunday morning from midnight to 2:00 A.M, because alcohol-impaired drivers are added to the mix of traffic.

Remember, at times of heavy traffic be aware of other driven and be prepared for unexpected events.

5.VEHICLE

Of all the six conditions, we only have control of two, vehicle and driver. It is your responsibility to make suit your vehicle is in proper working condition. Regularly check all parts of your vehicle. If you are unable to do so yourself, have a knowledgeable person check for you. In this country, we have vehicle inspection laws. You are responsible for your vehicle A vehicle in good working condition is a reasonable option you have to insure your safety.

The five (5) “C”s of defensive driving

6. DRIVER

The last and most important variable is the condition of the driver. 66 to 85 percent of all vehicle collisions are caused by driver error. A few of the driver conditions that may affect you are age, attitude, fatigue, alcohol or drug impairment, and emotions you, as a defensive driver, know that when all the other conditions are hazardous, your attitude, attentiveness, and skill are all that may prevent a collision.

THEORY OF DRIVING AND GOOD DRIVING HABITS

DEFINITION OF A GOOD DRIVER

A good driver is one who always drives in such a manner, that no matter what condition he may be confronted with and from whatever source, whether arising from the unsafe behavior of other road users or from the state of the road, weather or vehicle, no action or lack of action on his/her part will contribute in any degree to the development of an accident situation.

YOURSELF

Are you alert, free from undue strain from any cause and able to give full concentration to the job of driving, if not don't drive.

USE OF MIRRORS

The mirror is your third eye. Having adjusted your seat, adjust your mirrors so that you have maximum rear vision at a glance. Remember that with an interior mirror alone, you will certainly have one or more blind spots, which can only be overcome by fitting on rear side exterior mirror. Even exterior mirrors can be deceptive because of the reduced image and practice is necessary to estimate distance and speed of approach accurately.

Make it a habit to glance into your mirror starting off (as well as looking around before making any alteration in course or speed and before getting out of the car.

USE OF HANDBRAKE

The handbrake is often inadequately referred to as the parking brake. It has however other equally important uses, e.g. it should be used to hold the vehicle stationary whenever necessary, even for

temporary stops such as at Traffic Lights, pedestrian crossing etc. independently of the control.

foot

Whenever starting off, you should be in gear before you release the handbrakes. When stopping, you should apply your handbrakes before putting your gear lever to neutral

FOR THE LEARNER DRIVER

We referred to the use of the handbrake when starting and stopping, Here is a complete drill.

STARTING OFF

Check that gear lever is in neutral and that handbrake is on, Start engine.

Make sure the way is clear in front and behind.

Left foot on clutch pedal - clutch out to disengage

Right foot over accelerator pedal

Select first gear

Check behind by looking around - signal - switch on direction indicator.

Handbrake - ~ Squeeze handle to release catch and carry out the following simultaneously and smoothly.

Release handbrake slowly

Left foot slowly up - letting clutch in to engage.

Right foot slowly down on accelerator to increase engine speed

Handbrake right off

CONCENTRATION AND ANTICIPATION

At no time should a driver share his concentration with any other activity when driving e.g (i)

Turning to talk to passenger

(ii) Allowing your mind to wander

(iii) Looking for something in your pocket.

(iv) Reading a map

(v) If you find it difficult to concentrate stop or let someone else drive.

If you are concentrating on the road ahead you will be able to observe movements or situations far ahead and anticipate the action of other road users and react accordingly.

SIGNALS

The purpose of your signal is to tell other road users what you propose to do. Having given it, you are still responsible for seeing that it is safe to carry your intention. Give only signals prescribed in the Highway Code, give them clearly and in good time.

PRINCIPLES OF STEERING, CORNERING AND CONTROL OF A MOTOR VEHICLE

Driving Position - The driving seat should be so adjusted, that with the control pedals fully depressed, the knee slightly bent. This gives maximum control and greater confidence. It is also to ensure that with the driver of average built, the hands fall comfortably into correct driving grip, which is evenly balanced on either side of the wheel e.g. the ten to two position. A well designed safety belt helps the driver to retain this position without conscious effort and is a wise safety precaution.

STEERING & CONTROL - The ten to two position has already been described as the position of maximum control, but, to retain this control, when it is necessary to remove one hand for the purpose of signaling, gear changing, etc which a good driver does when on a straight course.

When changing direction, the wheel should be turned with push and pull movement. Never cross your hands over the wheel and never permit the wheel to spin through the hand.

Cornering - The first thing to remember about cornering or taking sharp bends, is to reduce speed and complete any braking which maybe necessary while on the straight course.

The need to reduce speed, and to what extent, will be governed by the sharpness or the bend and the visibility ahead.

Where visibility around a bend is restricted by hedges or other obstructions, the view ahead can, to some extent, be increased or decreased by position of the road.

The drill, therefore, is –

Position - For a right hand bend, closer on to the left than the normal driving position. This will increase the safety factor in addition to opening the line of vision round the bend. For a left hand bend, a little more out towards the center line, but in this case great care must be taken not to encroach on the wrong side, whether marked with a line or not moreover, this procedure on a left hand bend should be followed only by those with considerable experience and expert judgment.

NEW SPEED LIMITS

(Learner Driver's speed limit 40 km/h)

AREA	OLD SPEED LIMIT	CURRENT SPEED LIMIT
Georgetown New Amsterdam Corriverton Bartica Rose Hall Anna Regina Linden (From Kara Kara)	48 km/h	50 km/h
Linden-Soesdyke Highway		
Kara Kara to Millie's Junction	96 km/h	65 km/h
Millie's Junction to Soesdyke	96 km/h	100 km/h
East Bank Demerara		
Soesdyke Junction to Timehri	48 km/h	50 km/h
Soesdyke Junction to Grove	64 km/h	80 km/h
Grove to Houston	48 km/h	50 km/h
West Demerara		
Harbour Bridge to Crane Turn	48 km/h	50 km/h
Crane Turn to Bushy Park	64 km/h	80 km/h
Parika	48 km/h	50 km/h
Harbour Bridge La Grange	48 km/h	65 km/h
La Grange to Toevlugt	48 km/h	50 km/h
Toevlugt to La Retraite	48 km/h	65 km/h
La Retraite to Stanleytown	48 km/h	50 km/h
Stanleytown to Goed Intent	48 km/h	65 km/h
Goed Intent to Patentia	48 km/h	50 km/h
East Coast Demerara/West Berbice		
Clive Lloyd Drive to Better Hope	64 km/h	80 km/h
Better Hope to Belfield	48 km/h	65 km/h
Belfield to Rosignol	64 km/h	80 km/h

AREA	OLD SPEED LIMIT	CURRENT SPEED LIMIT
Berbice Bridge	48 km/h	50 km/h
Corentyne		
New Amsterdam to Palmyra	48 km/h	50 km/h
Palmyra to Fryish	64 km/h	80 km/h
Fryish to Williamsburg	48 km/h	65 km/h
Williamsburg to Tain	48 km/h	50 km/h
Bloomfield to Bush Lot	48 km/h	65 km/h
Bush Lot to Number 63	64 km/h	80 km/h
Number 63 to Number 69	48 km/h	65 km/h
Number 69 to Crab Wood Creek	48 km/h	50 km/h
Crab Wood Creek to Moleson Creek	64 km/h	80 km/h
East Bank Berbice		
Stanleytown to Everton	48 km/h	50 km/h
Essequibo		
Supernaam to Onderneeming	64 km/h	80 km/h
Suddie	48 km/h	50 km/h
Maria's Delight to Bush Lot	64 km/h	80 km/h
Cotton Field to Henrietta	48 km/h	50 km/h
Richmond to New Road	64 km/h	80 km/h
Charity	48 km/h	50 km/h
Lethem	48 km/h	50 km/h
Lethem to Wisroc	64 km/h	80 km/h

Motor Tractor 24km/h

Insertion of new section 37 A in the Principle Act Cap. 51:02

6. The Principle Act is amended by the insertion immediately

after section 37 of a new 37A as follows -

“Restrictions on the use of hand-held mobile telephones while driving.”

37A. (1) subject to subsection (3), a person shall not drive a motor vehicle on any road while he is using -

(a) a hand-held mobile telephone; or

(b) a similar hand-held device.

(2) A person shall not use a handheld mobile telephone or a similar hand-held device while supervising the driving of the holder of a provisional licence.

(3) Subsections (1) and (2) shall not apply to-

(a) any person using a hands-free mobile telephone or one so equipped as to allow the use of either hand;

(b) any person using a hand-held mobile telephone or other similar hand-held device for the sole purpose of communicating an emergency situation to the disciplined forces, ambulance _ service or a registered medical practitioner; or

(c) any person who is the operator of an authorised emergency vehicle in the performance of his official duties.

(4) A person who drives a motor vehicle on any road in contravention of subsection (1) or (2) commits an offence and is liable on

summary conviction -

(a) in the case of a first offence, to a fine of not less than five thousand dollars nor more than ten thousand dollars;

(b) in the case of a second or subsequent offence, to a fine of not less than ten thousand dollars nor more than fifteen thousand dollars.

(5) For the purposes of this section

(a) a mobile telephone or other device is to be treated as hand-held if it is required to be held at some point during the course of making or receiving a call or performing any other interactive communication function;

(b) "similar hand-held device" means a device other than a two-way radio which performs an interactive communication function by transmitting data;
and

(c) "interactive communication function" includes the following –
(i) sending or receiving oral or written messages;
(ii) sending or receiving facsimile documents; (iii) sending or receiving still or moving images; or (iv) providing access to the internet

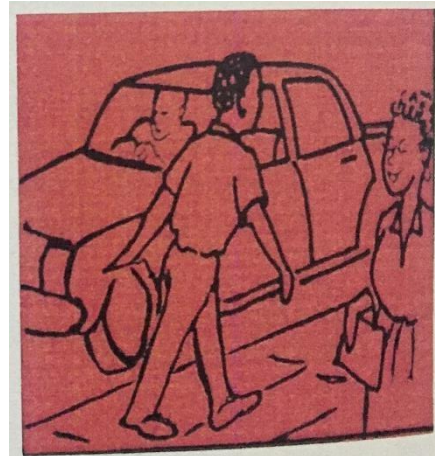
PART 1

THE ROAD USER ON FOOT

Pedestrians are the largest category of persons killed on our roads each year. It will be well for all pedestrians to learn these rules and apply them.

Walking Along

1. Where there is a footpath or sidewalk, use it.
2. On the sidewalk or footpath, **do Not** walk close to the
3. Where there is no footpath, or sidewalk, walk on the hand side of the road to face the oncoming traffic.
4. A marching body (e.g., youth organization procession, School classes, troops etc.,) which cannot use a footpath or sidewalk should keep on the left-hand side of the road. It should have a lookout at a suitable distance at the front and rear, and at night the lookouts should carry lights, white at the to of the column and red at the rear.



KERB.

right-

Crossing the Road

5. Before you cross the road:

STOP at KERB, LOOK Right, LOOK Left and Right

Again. Do not cross until the road is clear; then cross at the right angles keeping a careful look out all the time. If there is a refuge (or island). STOP on it and look again before completing the crossing. On one way traffic roads, STOP and look towards oncoming traffic before you cross.

Do not allow small children to cross or use the Roads alone.



Rule 5



6. Do not cross unless you have a clear view of the road both ways. Take extra care near stationary vehicles or other obstructions, and when even your view is limited

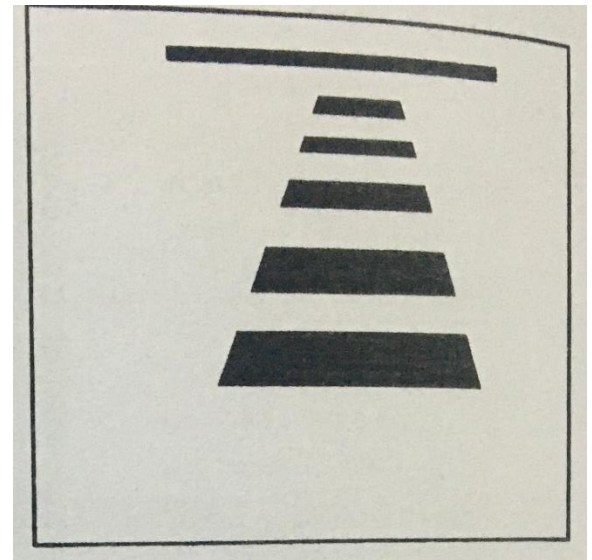
7. At Traffic Light-controlled intersections cross roads on the Green Light or the Walk Signal only.

8. Where there is a pedestrian crossing or refuge nearby use it.

9. Observe these Rules about PEDESTRIAN CROSSINGS (they are indicated by broad black and white markings on the roadway and 'Pedestrian Crossing' signs at each side).

(a) if there is a Police rank or member of the School Safety Patrol or Traffic Warden in charge at the crossing, watch for their signals and do not cross until you are signaled to do so.

(b) if there is no Police rank in charge, step off the kerb onto the crossing so as to indicate to any approaching traffic your desire to use the crossing; but be sensible; wait for a suitable gap in the traffic so that drivers have time in which to give way and come to a stop before you attempt to cross.



10. REMEMBER that moving vehicles require time to slow down and stop, particularly when the road is wet or otherwise slippery.

11. NEVER loiter in the roadway and be especially careful at a corner or other place where you may not be seen by approaching traffic. It is safer to stand on the footpath, sidewalk or parapet.

12. At every road junction, look out for traffic turning the corner.

13. If there is a Police rank or a member of the School Safety and Traffic Warden controlling traffic, be guided by their signals.

14. IT IS A COURTEOUS AND KINDLY ACT to help small child the aged, the infirm and blind to cross the road safely.

GETTING ON OR OFF PUBLIC VEHICLES

15. Do not get on or off a bus while it is moving or when it is not at a recognized stopping place. Do not step into the road to enter a bus until it has stopped and remember RULE 6 in particular, after getting off a bus or out of a hire car or other vehicle.

GENERAL

16. By night it is safer to wear or carry something white.

17. You must not willfully cause obstruction of the footpath, sidewalk or roadway.

18. You must not remain upon any pedestrian crossing longer than is necessary to cross with reasonable dispatch.

19. You must not without lawful authority, or reasonable cause, hold on to or get onto a motor vehicle or trailer in motion or tamper with the brake or any part of a motor vehicle.

SCHOOL CROSSING PATROLS

In order to assist School children in crossing the road safely in school areas, a number of children in each school have been appointed member of the "School safety patrols". These children can be easily identified by the orange cross belts they wear on duty.

Their duty of the patrols is to stop all vehicular traffic when children are crossing. They give the recognized signal to stop by raising the right hand above the head and exhibit a sign marked "STOP CHILDREN CROSSING". They have the same authority as a Police rank in uniform under the law.

Drivers and riders of all vehicles, must stop when so ordered by the patrols as it is an offence for any person in charge of a vehicle to disobey the signal given.

PART 2

ROAD USER ON WHEELS

This part includes rules applicable in general terms to cyclist and those in charge of horses.

TO ALL DRIVERS AND RIDERS, including persons in-charge of animal drawn vehicles. (See also the special rules for pedal cyclists Nos. 52-67 inclusive: special rules for drivers of motor vehicles including motor cycles and pedal assisted motor cycles Nos.68 - 94 inclusive and rules 95 - 101 for drives of animal drawn vehicles).

20.THE SAFETY OF PEDESTRIANS

- (i) Watch for the pedestrian who come out suddenly from behind stationary vehicles and other obstructions. Be especially careful of this near school, bus stops and pedestrian crossings.
- (ii) Watch for children who may run suddenly onto the road and for people who may step suddenly olla footpath or sidewalk.
- (ii) Give way to pedestrians on Pedestrian Crossings. **THEY HAVE THE RIGHT OF WAY.** Signal to other drivers your intention to slow down or stop.

Moving Off

21. Before you move off, make sure you can do so safely and inconvenience to other road users. Which particularly the road behind. Make the proper signal before moving out, **AND GIVE PASSING AND OVERTAKING VEHICLES.**



22. Rule of the Road

In this Country, the Rule of the road is:

- a) All vehicles must keep to the left or near side of the road.
- b) (b) If driving or riding a vehicle, when meeting another vehicle travelling in the opposite direction, you must keep well to the left or near side of the road.
- c) When being overtaken, you must keep to the left on the road.
- d) (d) When overtaking another vehicle, you must do so on its right or off side.



- e) (e) You should not therefore, except when you my turn right, drive along the middle of the road.

Never drive or ride at such a speed that you cannot pull up well within the distance you can see to be clear. GO

MUCH MORE SLOWLY IF THE ROAD IS WET OR SLIPPERY. Always leave yourself enough room in which to stop

At night, always drive well within the limits of your lights and be specially careful when your headlights are dipped.

23. If you are dazzled, slow down and STOP if you cannot see the road ahead clearly

Rule 22

24. Take special care when visibility is bad through rain or darkness or when roads are wet, slippery or otherwise dangerous.

25. Go slowly on roads under repairs.

26. Slow down before a blind corner or sharp bend then accelerate out of it.

27. Drive carefully and within the speed limit prescribed when crossing the Demerara Harbour Bridge and Canje Bridge.

ON hearing the siren of a unit of the Fire Brigade, an Ambulance or Police vehicle pull to the left side of the road and STOP so as to allow the unit or vehicle to pass. At night you should also dim your lights.

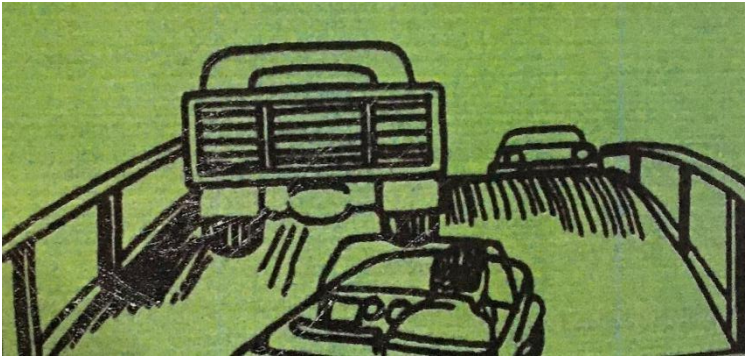
Signals

31. Give signals of your intentions correctly, clearly and in GOOD TIME.

32. Where Police are controlling traffic signal clearly which way you want to go.

Overtaking

33. Never overtake unless you can see that there is no danger to yourself for others. Be specially careful after dark and in rain when it is more difficult to judge speed and distance.



34. **DO NOT OVERTAKE** at or near

- a corner or bend
- a road junction
- a pedestrian crossing
- a bridge or narrow culvert
- the top of a hill or rising of the roadway.

DO NOT OVERTAKE

Where the road narrows, or when to do so would force other vehicles to swerve or reduce speed.

DO NOT OVERTAKE a pedal cyclist if traffic is approaching you from the opposite direction.

If in doubt, hold back

35. If you are ready to be overtaken, give the appropriate signal.

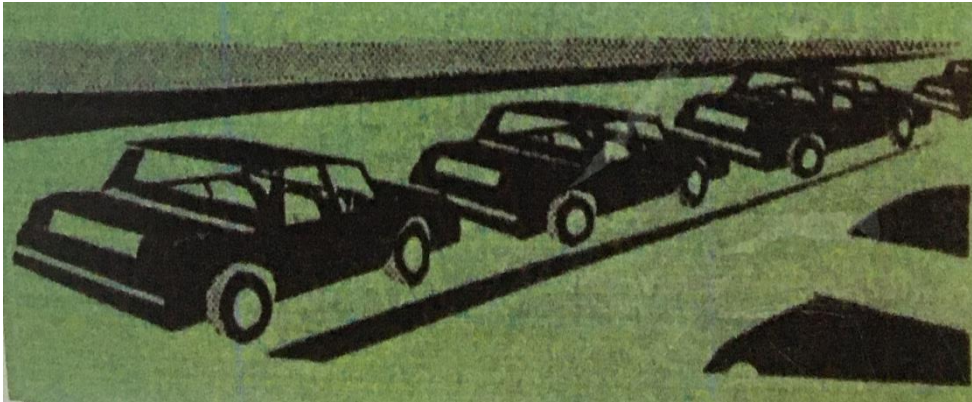
Do not increase your speed when being overtaken. The courteous driver will slow down to assist the other driver to overtake safely.

36. Overtake on the **RIGHT** except when the driver in front has signaled that he intends to turn right.

37. Never turn out sharply from the near side, but always give ample warning. Never, cut in, that is, do not pull in sharply in front of a moving vehicle which you have just overtaken.

38. Observe the rules regarding white lines on the Roadway when you wish to overtake (details are given under Traffic signs. Signals and road markings).

39. In Traffic hold-ups, keep in your own lane.



Road Junctions

40. When approaching a junction where there is a "SLOW" sign, slow down and be ready to stop if necessary.

41. Where there is a "STOP" sign you **MUST STOP** at the major road ahead even if there is no traffic on it.

42. At a junction look right, then left, then right again. Do not go on until you are sure that it is safe to do so.

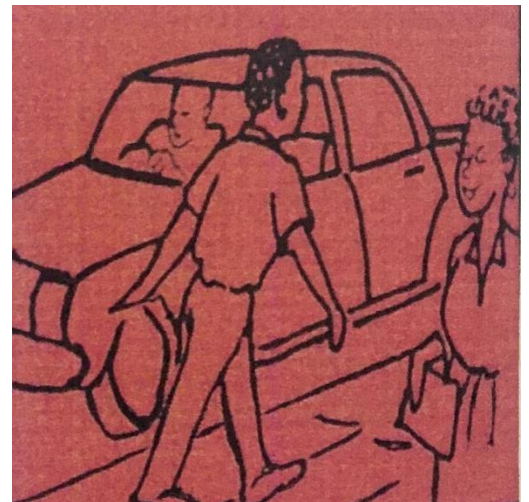
43. At a junction give way to traffic on the major road. If in doubt as to which is the major road, as, for example when it is not apparent and is unmarked. **GIVE WAY TO VEHICLES ON YOUR RIGHT.**

44. Having stopped in response to a stop sign do not cross or turn into the main road unless there is ample room for you to do so. Obedience to a “STOP” sign does not give you subsequently any rights to move in such a way as to inconvenience the users of the main road who have the **RIGHT OF WAY.**

45. At a junction, do **NOT** rely on signals to go ahead given by unauthorized persons, but accept signals to stop unless you are sure there is no danger.

Turning Corners

46. Well before you turn right at a junction take full account of the position and movement of traffic following you. When safe to do so, signal your intention and take a position just left of the middle of the road (or on a one-way street on the right side of the street). Wait until there is a safe gap between you and any approaching vehicles before you complete your turn.



47. Be particularly careful when turning to the right across the line of oncoming traffic and give way to it.

48. If you intend to turn left, keep to the left, give the turn left signal in good time. **DO NOT SWING OUT TO THE RIGHT.**

49. When turning at a road junction, give way to pedestrians who are crossing.

50. When held up at a road junction by Police or light signal, do not "Filter" to the left unless you receive a definite signal to do so.

Stopping

51. Signal clearly your intention to stop before you start slowing down,

SPECIAL RULES FOR PEDAL CYCLISTS

52. Where there is a cycle lane use it.
53. Glance behind before you move off, change course overtake or turn
54. NEVER RIDE MORE THAN TWO ABREAST and whenever road or traffic conditions require it, ride in single file.
55. A cyclist should never overtake two cyclists riding abreast when there is other traffic on the road at or near the point of overtaking.
56. A cyclist about to overtake others should sound his bell.
57. On the narrower roads, cyclists riding abreast should move **into single** file when being overtaken by other cyclists or other vehicles. Not only is it in the interest of safety to do so, but also you show your consideration for other users of the road.
58. Never carry anything that may interfere with the proper control of your cycle. Open umbrellas should not be carried in such a manner as to obscure vision
59. Do not hold onto another moving vehicle or another cyclist.
60. Do not ride close to another moving vehicle.
61. In traffic which has stopped or is slowing down, remain in your correct position in the line of traffic. **DO NOT SWERVE IN OR OUT OF THE LINE OF TRAFFIC. GIVE ROOM FOR FASTER MOVING VEHICLES TO MOVE AWAY QUICKLY.**
62. Do not weave or wobble about the road.
63. **DO NOT** ride a cycle which is too big for you.
64. Before cycling check to see that your cycle has efficient brakes, bell, tires, lamps and rear reflectors.

65. You **MUST** observe traffic signs and signals and the directions of Police controlling traffic both when riding and **WHEN WHEELING** your cycle.

Lighting by Night

66. You must ensure that your front lamp shows a white light which can be seen from a reasonable distance. The lamp must be **FIXED** to the cycle.

67. You must have either a lamp showing a red light to the rear or an efficient and unobstructed red reflector. A white patch on your rear mudguard is an added safety precaution.

(See Rules 20 - 51 inclusive as most of them apply to cyclists as well as to other drivers and riders).

SPECIAL RULES FOR DRIVERS OR MOTOR VEHICLES INCLUDING MOTOR CYCLES AND PEDAL ASSISTED MOTOR CYCLES, Before Driving

68. Before driving any motor vehicle make sure that –

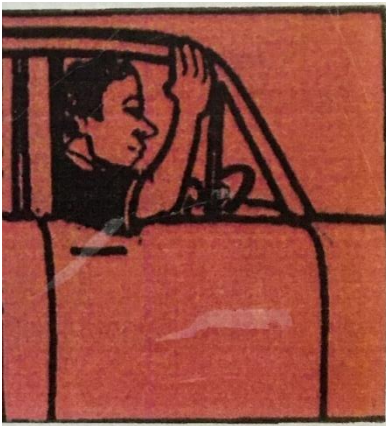
- a) your use of it is covered by License and Insurance;
- b) your driver's license is valid and signed, in ink in the space provided;
- c) the brakes and steering gear are working efficiently;
- d) the tires are in a safe condition and at proper pressure
- e) the windscreen is clean and wiper in working order;
- f) the vehicle is in such a condition that no danger is likely to be caused to yourself for others;
- g) the speedometer, horn and lights are in working order;
- h) the silencer is efficient and that the vehicle is not otherwise excessively noisy;

- i) the load is not excessive or so badly packed, distributed or secured as to be dangerous to the public.

Traffic Behind You

69. Before moving off, remember Rule 20 and ensure there are no children or obstruction, in the blind area' near your front wheels.
70. When you want to reverse, make sure either by looking around or by glancing in your mirror that no one is about to overtake you and that there are no children or obstruction in the 'blind area' near your back wheels.
71. Before opening any of the doors of your motor vehicle, make sure that it is safe to do so either by looking around or by glancing in your mirror.
72. Look in your driving mirror from time to time and always before you signal, or change course or overtake or turn or stop.
73. If driving a motor cycle, even one fitted with a mirror, glance before you signal or move off or change course or overtake or turn.

Driving along



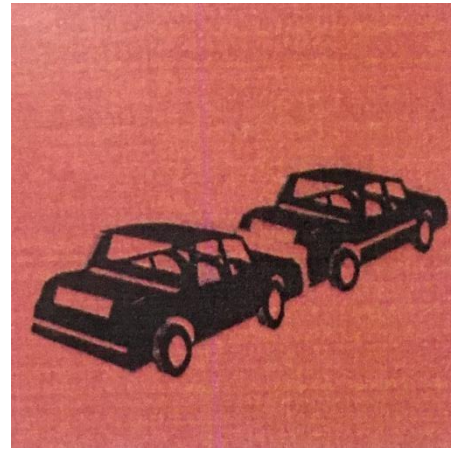
74. Do not drive nose to tail. Remember the vehicle ahead of you, may stop suddenly.
75. If a vehicle you are attempting to overtake accelerate, do not race it but fall behind.
76. Remember that the sounding of your horn does not give you the right of way or absolve you in any way from the duty of taking every precaution to avoid an accident.

77. You must at all times when driving, place yourself in such a position that you can exercise proper control over your vehicle and retain a full view of the road and traffic ahead.

(Example): You should NOT drive with one hand holding on to the roof as in the event of a sudden defect or any other emergency you might not be able to control your vehicle properly.

Rule 77

78. You **MUST** observe speed limits, traffic signs and signals, and the directions of Police controlling traffic and stop when required by Police in uniform. You must give precedence on 'Pedestrian Crossings'.



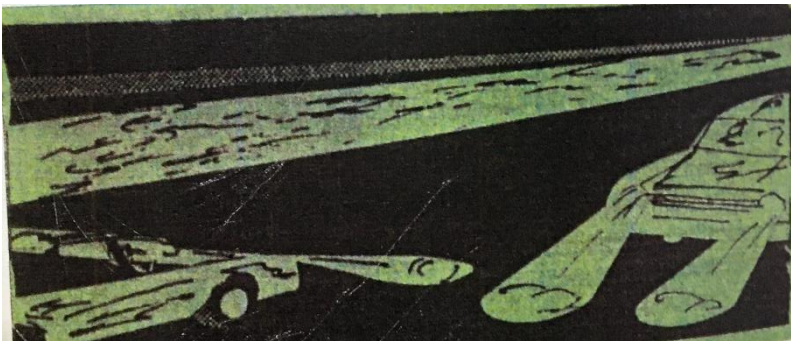
79. You **MUST NOT** drive when you are under the influence of drink or drug.

80. You **MUST NOT** drive recklessly or in a manner or at a speed which is dangerous to the public.

81. You **MUST DRIVE** with due care and attention and with reasonable consideration for other road users at all times.

Night driving

82. After dark, on unlighted roads and in streets where lighting is not good, do not rely on side lights only.



83. When meeting other traffic by night, dip your headlights.

84. When following closely behind another vehicle, dip your headlights, or you will dazzle the driver ahead of you through his driving mirror.

85. Ensure that your headlights are properly focused.

LIGHTS ON FOUR-WHEELED MOTOR VEHICLES

Every motor vehicle the width of which is seven (7) feet or less on any road during the hours of darkness must carry -

a) Two lamps each showing to the front a white light visible from a reasonable distance.

b) (b) One lamp showing to the rear a red light visible from a reasonable distance.

c) (c) Every motor vehicle the width of which exceeds seven feet must carry –

(i) Two lamps showing to the front a white light visible from reasonable distance; and on the front offside the widest point an efficient white reflector and reflective material reflecting a white light; and

(ii) Two lamps each showing to the rear a red light visible from a reasonable distance one of which must be placed within 12 inches of the off side of the vehicle.

No lights are required on motor vehicles parked as near as possible to the side of the road in Georgetown or New Amsterdam provided the front and rear vehicles are within fifteen yards of a street lamp, or on vehicles other than the front and rear vehicles when three or more vehicles are drawn up in a single line at the side of any road with an interval of not more than six feet between successive vehicles.

Direction Indicators

20. Make sure that your direction indicators are working efficiently at all times.

Reversing

87. Do NOT reverse from a minor or access road into a main road, reverse into minor or access roads preferably one on your left and make sure that the main road is clear before you enter it.

88. If you are driving a vehicle and your view to the rear is restricted, get help when reversing.



Parking and Stopping

89. Do not park in a main road if you can use a car park or a suitable side street.

90. Do not let your vehicle stand in the road-way:

(a) Unless it is drawn in close to the edge of the road;

(b) Within 30 feet of a junction, except to load or unload or to comply with traffic requirements;

(c) SO as to create a traffic hazard and consequent danger to other user of the road, e.g., near bus stops, school entrances or so as to obscure traffic signs, traffic lights or pedestrian crossings;

(d) Within 15 feet of a fire hydrant;

(e) Alongside another parked car.

91. You must stop the engine and engage the hand brake before you can the vehicle. It is also advisable on a slope or incline to engage a gear, but remember to disengage it before starting the engine.

Accidents

92 If you have been involved in an accident, you must immediately stop your vehicle at the scene of the accident. Give your name and address, and the registered number of your vehicle and exhibit your Driver's License to any of the following persons.

(i) Any person injured as a result of the said accident, if practicable to do so.

- (ii) The driver or other occupant of any other vehicle also involved in the said accident and;
- (iii) Any person who is present on the scene of the accident and has reasonable cause for requiring the aforesaid information, e.g., relative or witness, etc., the driver involved in the accident is also now required to render assistance to any injured person including taking such persons to Doctor or Hospital for medical attention.

Carrying Passengers

93. Do not carry

- (a) More than one passenger on a two wheeled motor vehicle and such passenger **MUST SIT ASTRIDE** the vehicle, on a proper seat, securely fitted **BEHIND** the driver's seat.
- (b) Any person on your motor cycle unless that person and yourself are wearing Safety Helmets. A Safety Helmet is not required when you are riding a pedal assisted motor cycle.
- (c) More passengers in a 4-wheeled vehicle than the seats are designed to take.

94. If you become drowsy when driving **STOP** and proceed again only when you are sufficiently alert to do so in safety.

PART 3

THE ROAD USER AND ANIMALS

- 96. Make sure the road is clear before you let or take an animal out on the road.
- 97. If you are riding a horse, keep to the left.
- 98. If you are on foot, and leading an animal on a road that has no foot path, walk on the right-hand side of the road. Keep between the animal and the traffic, and keep it close to the edge of the road.
- 99. If you are driving animals, along the road, send someone ahead with a red flag to warn traffic. After sunset, carry warning lights ahead and at the rear.

100. Go slowly when approaching or passing animals and give them plenty of room. Stop if necessary.

101. PERSONS IN CHARGE OF ANIMAL DRAWN VEHICLES.

Persons in-charge of animal drawn vehicles should pay special al to RULES 20 - 51 inclusive and in addition, make sure your vehicle properly lighted and night and fitted with reflectors at the rear.

LIGHT - ANIMAL-DRAWN VEHICLES

Every animal drawn vehicle on any road must during the hour's darkness carry:

- i. A lamp showing a white light visible from a reasonable distance to the front and from the rear of the vehicle. The light must be placed on the off side not less than five feet from the surface of the road, so that no part of the vehicle or its equipment or load in anyway obscures the visibility of the light.
- ii. A lamp showing to the rear a red light visible from a reasonable distance on the Centre of the off side of the vehicle or a red reflector.

It is the duty of any person who causes or permits a vehicle to be on any road during the hours of darkness to provide the vehicle with the required lamps.

TRAFFIC SIGNS EXAMPLES OF SIGNS WHICII MUST BE OBSERVED INTERNATIONAL TRAFFIC SIGNS



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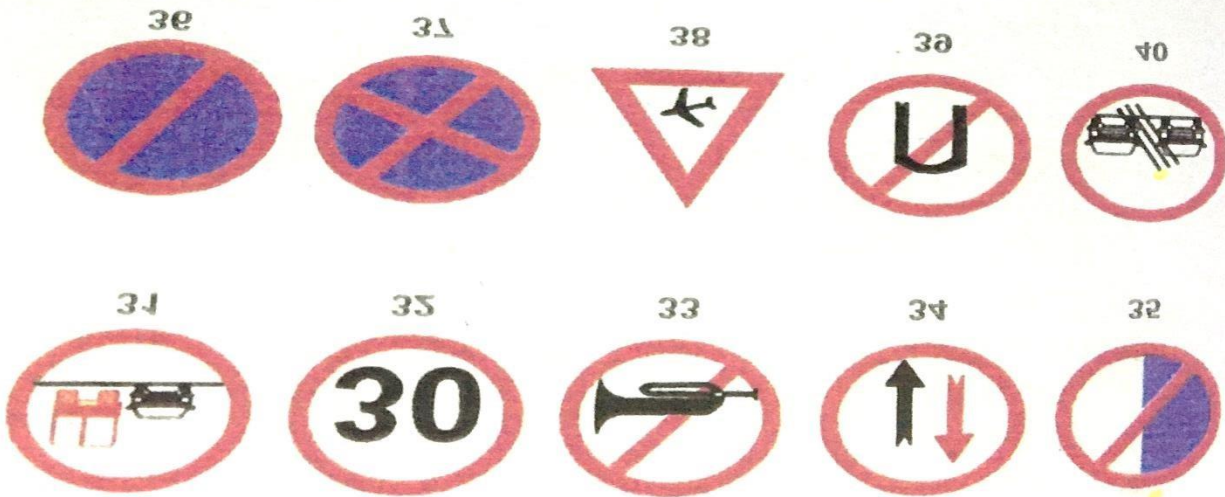
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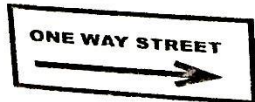
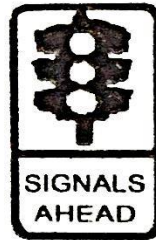
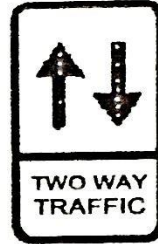
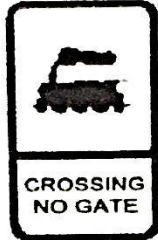
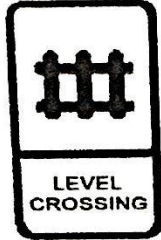
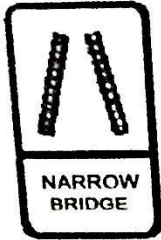
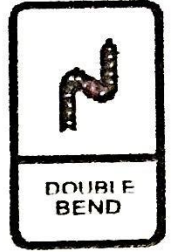
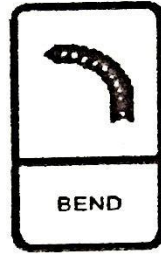
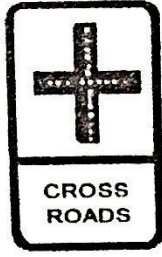
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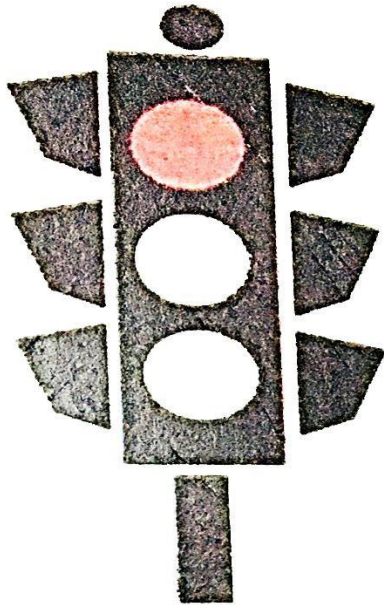


1. Stop at intersection
2. Danger
3. Traffic Signals ahead
4. Priority road ahead
5. Pedestrian crossing
6. Children
7. Closed to all vehicles
8. No entry for all motor vehicles
9. No entry for all vehicles
10. No entry for pedal cycles
11. Closed to pedestrians
12. Intersection
13. Intersection with a non-priority road
14. Dangerous bend
15. Right bend
16. Double bend
17. Level crossing with gates
18. Level crossing without gates
19. Direction to be followed
20. Roundabout
21. Road narrows
22. Uneven road

23. Merging traffic
24. Two-way traffic
25. Opening bridge
26. Beware of Animals
27. Animals crossing
28. Road works
29. No left (or right turns) if sign is reversed
30. Overtaking prohibited
31. Overtaking by lorries prohibited
32. Speed limit
33. Use of horn prohibited
34. Priority to be given to vehicles coming in the opposite direction
35. NO parking on left on uneven dates or right on even dates
36. NO parking
37. Stopping prohibited
38. Low flying aircraft
39. NO U-turn Overtake with Caution
40. Overtake with Caution

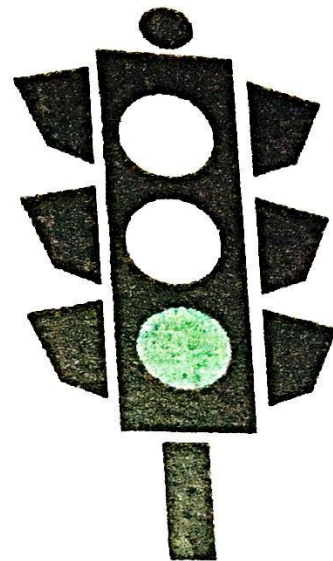
CONVENTIONAL BRITISH SIGNS



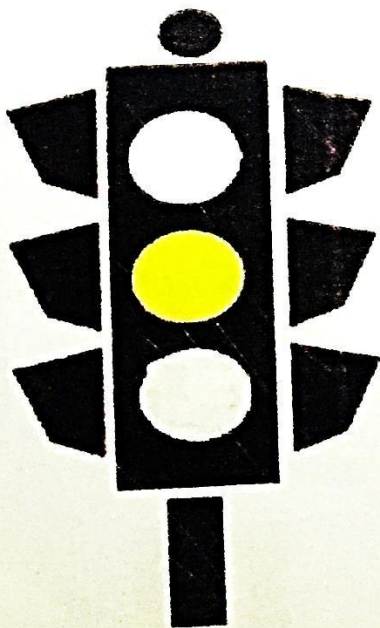


RED means
STOP.
Wait behind the
stop line on the
carriageway

**FLASHING RED
LIGHT** means you
must stop com-
pletely, then
proceed when you
can do so safely.



GREEN means you
may **GO ON** if the
way is clear.
Take special care
if you mean to turn
left or right and give
way to pedestrians
who are crossing.



AMBER means **STOP**
at the stop line.
You may only go on
if the **AMBER** appears
after you have crossed
the stop line or are
so close to it that to
pull up might cause
an accident.

FLASHING AMBER
means you must slow
down to a safe speed
and proceed with
caution.

DRIVERS AND RIDERS SIGNALS TO POLICE OFFICERS CONTROLLING TRAFFIC



◀ "I intend to **MOVE OUT**
or **TURN** to my **RIGHT**"

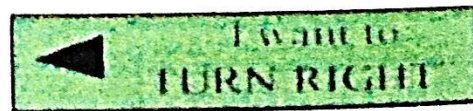
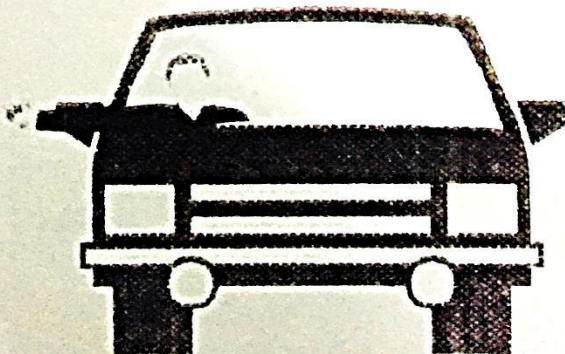
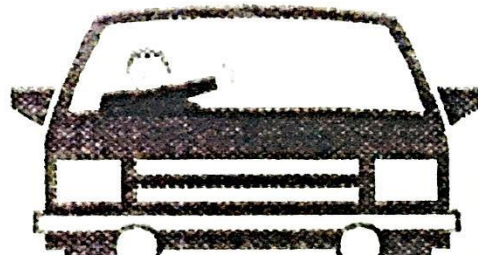
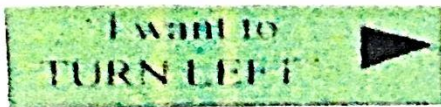
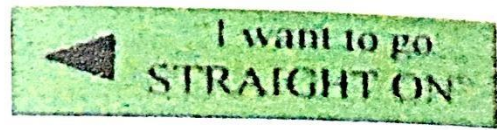
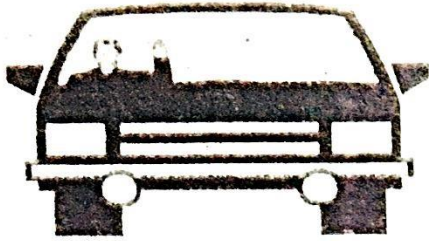
"I intend to **PULL IN**
or **TURN** to my **LEFT**" ▶



◀ "I intend to
SLOW DOWN or **STOP**"

This signal should be used also when slowing down or stopping at a zebra crossing.

SIGNS AND SIGNALS



The left turn and right turn signals may also be given by mechanical or flashing indicator.

POLICE SIGNALS

Stop

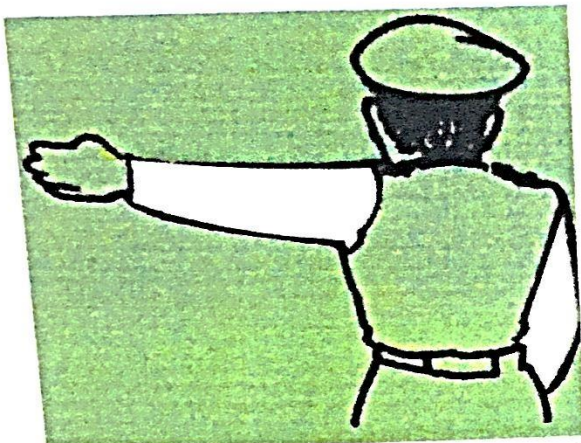


Vehicle approaching from front

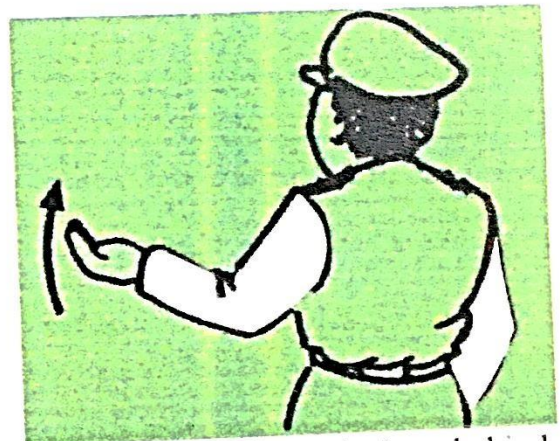
Come On



Beckoning on a vehicle from front



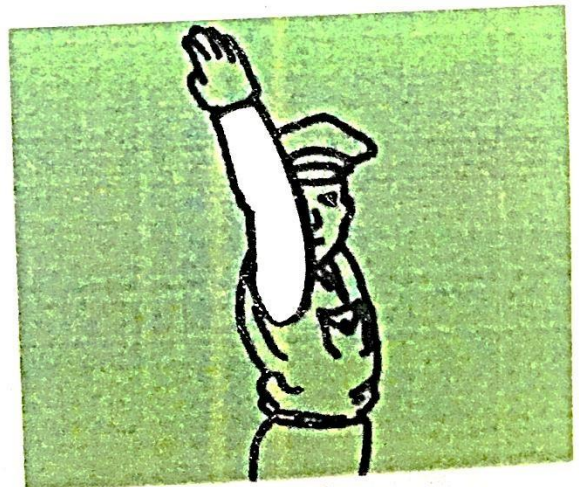
Vehicle approaching from behind



Beckoning on a vehicle from behind



Vehicle approaching from both front and behind



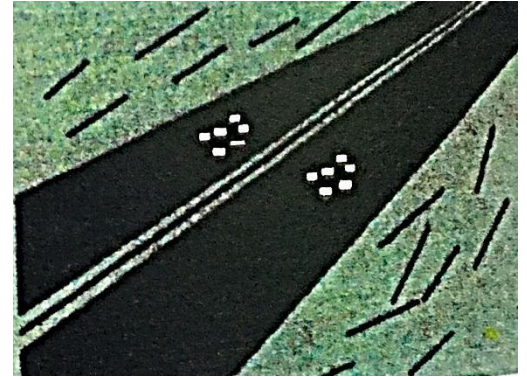
SIGNS, SIGNALS AND ROAD MARKINGS, are the language of the road. They ensure the safety of yourself and others. Master this language.



1. Broad white line means - To define traffic lanes and permits overtaking if opposing lane is clear to traffic.

2. Double solid lines mean Traffic should not cross

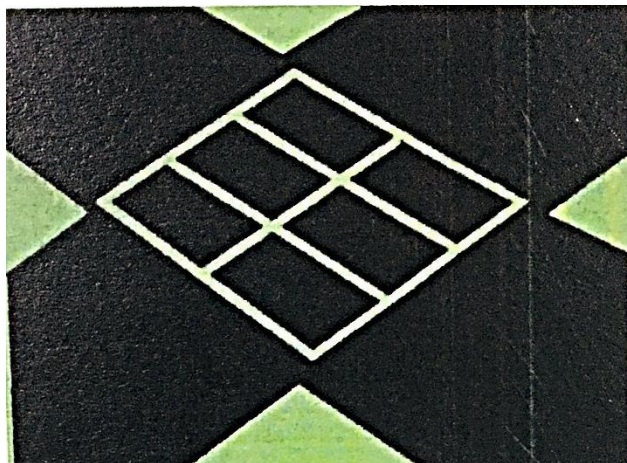
either side except to enter or leave driveway on opposite side of roadway or on the direction of a Policeman, or to avoid an accident.



3. Solid and Broken lines mean - Overtake only is broken lines are on your driving sides.

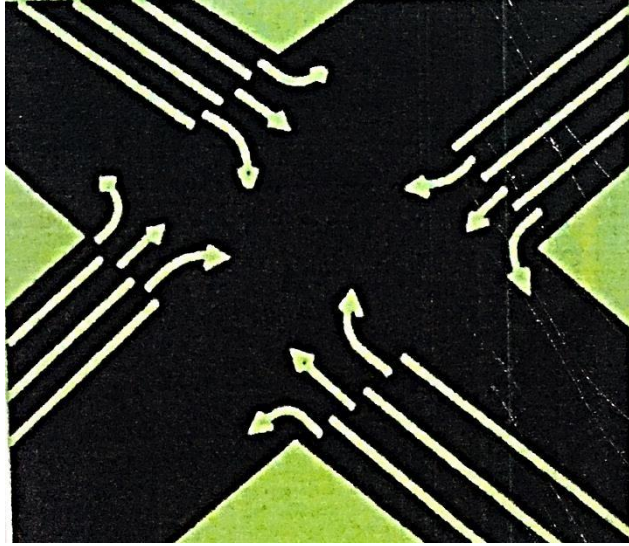


Traffic Box means - No vehicle should stop thereon as this facilitates the flow of traffic on the Intersecting roadway when traffic is held up on the other.



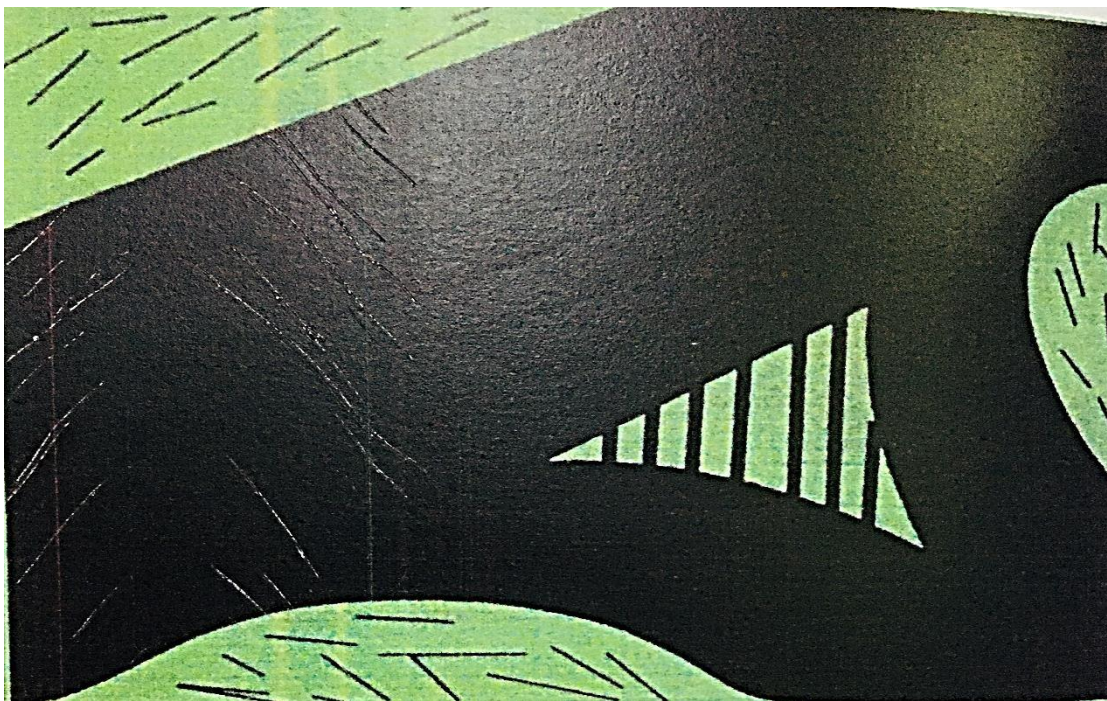
(E) Arrows

White arrows are painted on the roadway to help guide drivers into proper lanes for turns and through traffic.



(F) Refuges

These markings painted on roadways in yellow where two or more carriage ways meet, thus posing a difficult problem for pedestrians crossing the road at this point. Pedestrians may stand within the area demarcated until it is safe for them to complete their cross me



**ADVISE FOR THOSE INTENDING TO TAKE
THE DRIVER'S TEST**

The Object of the Test:

However, little you mean to drive, if you pass the test, you will be issued with a license allowing you to drive anywhere in Guyana, town or country and the Certifying Officer must be satisfied that, whatever the traffic conditions, you can handle your vehicle with safety and with consideration for all road users, in the spirit of the Rules of the Road.

Appointment for Test

You will be required to undergo pre-licensing class room lectures. The Lecturers will be determined by the Commissioner of Police. Applicants in Georgetown and East Bank Demerara will attend at Police Headquarters. Applicants elsewhere will attend at a place specified by the Certifying Officer. You are required to take a written test after completing lectures. Punctuality will help you and the Certifying Officer; better be five minutes early than two minutes late. The test cannot be undertaken if the Certifying Officer is unduly delayed by late arrivals. Let the Certifying Office know you are there.

In order not to waste your own and the Certifying Officer's time, before you come for come for the test, mark sure that:

- a) you can read (with glasses, if worn), a motor vehicle number plate at a distance of 25 yards and/or **SNELNEN Chart from a** distance of 20 feet.
- b) your Provisional Driver's License is not out of date (not even by one day) and that you have signed it.
- c) your vehicle is properly licensed.
- d) your policy of Insurance against third party risks is in order
- e) your vehicle carries " L " plates as per Regulation 28 of the Motor Vehicle and Road Traffic Regulations.
- f) your vehicle is in a thoroughly road-worthy condition and a Certificate of Fitness is in force, you must carry your license always, also the person who supervises you.
- g) If you live in the country, do not forget that you may still be asked questions about Traffic Lights, signs, roundabouts, etc.
- h) you do not ask for the test before you are really ready for it; it is not fair to waste the Certifying Officer's time and delay other tests for genuine candidates.

The Practical Test:

The test is perfectly straightforward and there are no traps.

Listen carefully to your Certifying Officer's directions.

The route on which you will be tested is one of a number which you have been specifically selected in order to ensure that you do not encounter conditions which only an experienced driver might be expected with successfully.

The certifying Officer will ask you questions and will watch whether you put the rules into practice during the practical test.

If you show lack of courtesy or consideration for other road users, you cannot be regarded as a competent driver.

Unwillingness to give way to others and excessive use of horns to demand the right of way, are examples of inconsiderate driving.

Never drive at such a speed that you cannot pull up well within the distance you can see to be clear. You cannot, however, expect to satisfy the Certifying Officer of your competence if you drive throughout the test at a 'crawling' speed or in a low gear regardless of road or traffic conditions.

Try always to remember and put into practice the safest sequence of movements, i.e., Mirror signal maneuver. Formation of good driving habits is important right from the start. Try to anticipate the action of other road users and think ahead all the time. If you can foresee what the others will do, you can plan your movements more readily. Only planned driving gets safe results.

IF YOU FAIL THE TEST

You must wait a month before you can be re-examined. Certifying Officers are not permitted to discuss their reasons for failing applicants, but they help every applicant who fails by pointing out what aspects require special attention before taking another test.

IF YOU PASS THE TEST

You now know the basic principles of good driving. Maintain your interest in driving as an art, and develop the conduct you have had to display on being tested especially with regard to consideration for other road users.

REMEMBER IF

- You're tired, slow down.
- You have a heavy load, slow down.
- Your brakes are failing, stop and get them attended to at once.
- The road is wet or slippery, slow down.

- Visibility is poor through darkness or rain, slow down.
- You wish to save wear and tear, slow down.
- You want to get there safely, start your journey in good time and drive slowly

TIME FOR LIGHTON VEHICLES

1 St. February to 30th September 6.15 pm to 5.30 am.

1 St. October to 31st January

5.45pm to 5.30am

TIME TO BE CAREFUL

ALL THE TIME

The Braking Distance for private cars and light vans with brakes in perfect condition on a good road surface are indicated below:

- at 20 m.p.h. Braking Distance is 20 feet
- 30 m.ph. Braking Distance is 45 feet
- 40 m.p.h. Braking Distance is 80 feet
- 50 m.p.h. Braking Distance is 125 feet

Thus, it will be seen that in the circumstance described before, the minimum stopping distances are as indicated below:

	DRY ROAD	WET ROAD
At 20 m.p.h. Allow	40 feet	80 feet "30 m.p.h."
75 feet	150 feet *40 m.p.h."	120 feet
240 feet		
"50 m.p.h."	175 feet	350 feet

KNOW THE SAFE LIMIT FOR YOUR VEHICLE AND OBSERVE IT

READ THIS

DANGER DISTANCE is the distance between yourself when driving and the point at which you are certain your vehicle can be brought to a standstill.

This distance depends upon the speed of your vehicle, its weight, the efficiency if its brakes, the condition of the road surface and the time it takes you to react to an emergency.

Danger distance then, consists of Thinking Distance plus Braking Distance. Thinking Distance depends upon your reaction time. Your reaction time increases with fatigue and when you have taken alcohol. The longer it takes you to react to danger, the further your vehicle will travel before the brakes can be applied to commence the operation of stopping the vehicle.

In the case of a good alert driver, the Thinking Distance at a speed of

20 m.p.h is 20 feet
30 m.p.h is 30 feet
40 m.p.h is 40 feet
50 m.p.h is 50 feet

PARTICULARS OF DRIVING LICENCE

Name _____

Address _____

Date of expiry of Prov. License _____

Date of appointment for test _____

Results of test _____

Details of Driving License _____

Date of Expiry _____

PARTICULARS OF INSURANCE _____

Name of Company _____

Date of Expiry _____

Registered No. of vehicle _____

Engine No. _____

Chassis No: _____

PARTICULARS OF

INSURANCE

Name of Company _____

Date of Expiry _____

Registry No. of vehicle _____

Engine No. _____

Chassis No. _____

Metric Braking Distances

Speed (kmph)	Braking Distance(M)
32	6,1
48	13,7
64	24,4
80	38,1
96	54,9

Speed (Kmph)	Minimal Stopping	Distance (M)
	Dry Roads	On Wet, Roads Stopping distance is approx. double that of dry roads
32	12,2	
48	22,9	
64	36,6	
80	53,4	
96	73,2	

Speed (Kmph)	Thinking Distance
	(M)
32	6,1
48	9,1
64	12,2
80	15,2
96	18,3

FIRST AID ON WHEN ROAD WHEN AN ACCIDENT HAPPENS

Control traffic so as to avoid further accidents (ask motorists and bystanders for help in this).

Move casualty only if there is immediate danger of fire from spilled petrol (no smoking) or if danger from traffic cannot be averted. When the casualty must be moved, handle with great care, particularly if broken bones are suspected or pain in the back is complained of

Stop bleeding with dry dressings or clean handkerchiefs and firm manual pressure; bandage firmly with handkerchief or other material.

Cover burns with dry dressings or clean handkerchiefs and bandage with handkerchief or other material.

Get help immediately. Get motorists and bystanders to summon ambulance, doctor, police

DO NOT GIVE ANYTHING TO DRINK - alcohol, tea or other fluid (Casualty may require anesthetic at hospital).

Be prepared: Carry simple first aid materials in your car, all aid from the St. John Ambulance Association or the Red Society.

