



LEARNER



**DRIVERS' THEORETICAL
PROGRAMME**

NEW LAW IN GUYANA ك

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.

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LEARNER DRIVER

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Laws of Guyana. Motor
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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 to do personal study of the established syllabus. Study may be done friends, or on an individual basis. Candidates are expected to study and syllabus, being prepared to answer an examination paper of multiple required encouraged in small groups of know the entire 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 as intent to cheat and such candidate will be expelled from the examination deemed 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.

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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 is loss of marks.

d) Only a stable pea is to be use 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 (I) & 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.

- (i) Revenue licence
- (ii) Registration
- (iii) Certificate of Insurance

INFORMATION ON DRIVERS LICENSE - LAWS OF GUYANA: MOTOR VEHICLES AND ROAD ACT. CHAPTER 51:02 PART V SECTIONS 23(1) TO 29

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 can apply for a license to drive a motor cycle or invalid carriage on a road.
 - (3) A person Seventeen years or older can apply for a Licence to drive a motor car.
 - (4) Unless the prescribed authority otherwise directs in any particular case. A person twenty-one years or older, with no less than two years' experience, with a license issued under Section 29, and capable of reading and writing English. Can apply for a license to drive Motor Lorry, Hire Car, Motor Bus, Vehicles under "G" series and Vehicles registered as goods vehicles , that is 'G' series.
 - (5) A person under eighteen years of age shall not drive a motor Tractor, Provided that a vehicle being an agricultural tractor shall not be deemed to be driven be driven on 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.
 - (6) 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.
2. A person not resident in Guyana shall be permitted to drive on a road for a period of sixty days after his entry into Guyana without a driver's licence as required by section 23(1) provided that he is the holder and in possession of a valid driver's licence issued by a competent authority in the country of his residence along with such documents which shall establish the date of his entry into Guyana

TRAFFIC SIGNS, SIGNALS AND ROAD MARKING LAW 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 (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 arranged 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 to 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 road 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 any 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 a 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 thereof to stop upon any crossing unless either part

- (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. the

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 do 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 drivers 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 sure 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

CARE, CAUTION, COURTESY, CONSIDERATION and COMMONSENSE

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 foot control.

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 refer 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.

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 Ondermeeming	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-hold 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 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

