

## BY-LAWS

Made Under

## THE ROADS ACT

(Cap. 51:01)

UNDER SECTION 24 OF THE ROADS ACT, I HEREBY MAKE THE FOLLOWING BY-LAWS:—

1. These By-Laws may be cited as the Roads (Demerara Harbour Bridge) By-Laws 1978. Citation

2.(1) In these By-Laws — Inter-pretation.

“approaches to the Bridge” means such areas near to the eastern and western ends of the Bridge as may be declared by the Minister;

“Bridge” means the Demerara Harbour Bridge that stretches over the Demerara River at Plantation Peter’s Hall on the East Bank of the Demerara River to Plantation Meer Zorgen on the West Bank of the Demerara River;

“Bridge Manager” means the person designated by the Chief Works Officer to operate or be in charge of the Bridge and includes any other person for the time being authorised by the Chief Works Officer to perform those functions;

“deep draught vessel” means a vessel of a draught of more than thirteen feet;

“pedestrian traffic” includes any pedestrian using the Bridge;

“road traffic” means any traffic other than pedestrian traffic;

“shallow draught vessel” means a vessel of draught of not more than thirteen feet;

“traffic” includes goods, vehicles, persons and animals but does not include river traffic;

“vessel” means every description of water craft used or capable of being used as a means of transportation on the water, or other collection of logs or timber, whether in tow or not, and anything in tow.

(2) Any reference in these By-Laws to river traffic shall be construed as including a reference to any vessel requiring, by reason of the dimensions of the vessel, the cargo or anything in tow and the state of the tide, that the retractor span of the Bridge be opened to enable the vessel to pass through the Bridge.

Functions  
of the  
Bridge  
Manager.

3.(1) Subject to these By-Laws, the Bridge Manager shall have, exclusive control of the Bridge, and of all traffic passing over, through, or under the Bridge.

(2) Subject to the requirements for the period of the opening of the retractor span of the Bridge for the purpose of enabling vessels to pass through the Bridge, the Bridge Manager shall use his best endeavours to keep the Bridge open to pedestrian traffic and road traffic.

(3) Without prejudice to the generality of the foregoing provisions of this By-Law, the Bridge Manager shall have authority —

- (a) to direct the opening and closing of the retractor span of the Bridge;
- (b) to direct the opening and closing of any barrier on the Bridge;
- (c) to regulate, prohibit or restrict traffic from being on or crossing over the Bridge;
- (d) to remove from the Bridge any vehicle which stops on the Bridge by reason of mechanical failure or for any other reason;
- (e) to search any vehicle, container or package about to cross or to be conveyed across the Bridge to ascertain in so far as is reasonably required in the interest of public safety in the use of the

Bridge whether any explosive or dangerous or noxious matter is contained therein;

- (f) to do all such acts as he may consider necessary to facilitate traffic over or through the Bridge, to ensure safety in its use and to prevent damage to it.

4.(1) When the Bridge is closed to road traffic a barrier carrying red lights and a warning sign shall be placed across the Bridge near each retractor span and when the Bridge is open to road traffic, a signal light shall be operated to control road traffic on the Bridge.

Traffic signs.

(2) When the Bridge is closed to pedestrian traffic, a red light and a warning sign visible to approaching pedestrians shall be displayed on the pedestrian lane on the Bridge near each retractor span.

(3) Except when the retractor spans of the Bridge have been opened for the purpose of river traffic, such spans shall bear red lights visible to approaching river traffic.

5.(1) The master of any deep draught vessel requiring the retractor spans of the Bridge to be opened shall communicate with the Bridge Manager by radio communication to inform him of his request to pass through the Bridge, including the time of intended passage and other relevant particulars of the vessel.

Opening of retractor spans of Bridge for vessels.

(2) For the purposes of this by-law, "Bridge-Zone" means the area bounded by the banks of the Demerara River on the East and West up to the Sea Defence dams on either side and on the North by an imaginary line drawn across the River from the boundary separating Plantations Rome and Houston on the Eastern Bank to the boundary separating Plantations Versailles and T'Goede Fortuin on the Western bank and on the South by an imaginary line drawn across the River from the boundary separating Plantations Ramsburg and Herstelling on the Eastern bank to the boundary separating Plantations Bagotville and Nismes on the Western bank.

(3) Before proceeding into the Bridge Zone, the master of the vessel shall, on reaching the limits on either side of the Bridge Zone, raise the Bridge Manager on Very High Frequency radio on channel sixteen (156.8 Megahertz) and maintain radio contact with him on Very High Frequency Radio Channel six (156.3 Megahertz) until the vessel is finally cleared through the Bridge.

(4) Where deep draught vessels are at anchor or at berth, contact shall be established before moving, and this contact shall be established either by telephone and/or radio through the Lighthouse, and by the master or the agents of the vessels, and a definite time agreed upon for the opening of the Bridge.

(5) When the Bridge is opened, notice shall be given to the vessel which shall then proceed into the Bridge Zone and transit.

(6) Where vessels are already underway and are north-bound, the master of a vessel shall before passing Craig on the East Bank of the Demerara River establish contact as in paragraph (3) and obtain confirmation that the Bridge shall be opened before the vessel passes the southern limit of the Bridge Zone.

(7) Masters of all vessels shall before passing the northern or southern limits of the Bridge Zone, ascertain by visual observation, radio communication, or other means, that the Bridge is open.

(8) As soon as practicable after the request has been made, subject to the time of the request and the requirements of the road and pedestrian traffic, the Bridge Manager shall direct all road and pedestrian traffic to stop and shall open the retractor spans.

(9) The Bridge Manager shall, in addition to or in the absence of radio communication, acknowledge the request of any vessel requiring the retractor spans to be opened by the following lights displayed on each control cabin of the Bridge —

- (a) two red lights indicating that the Bridge cannot be opened immediately and that the vessel must wait;
- (b) two green lights indicating that the Bridge has been opened and that the vessel may proceed through the Bridge;
- (c) a repeated signal in Morse Code of A (. -) on the Aldis Lamp directed from the Bridge to a vessel indicating that transit of the vessel through the Bridge must be stopped.

(10) When the retractor spans are about to be closed to river traffic, the Bridge Manager shall display two red lights as in paragraph 9 (a) and also sound with an efficient sound signalling apparatus four short blasts and the Bridge Manager shall also

communicate on the radio with other vessels in close proximity of the Bridge informing them that the Bridge is about to be closed.

(11) The master of any vessel requiring the retractor span to be opened shall, until the signal to proceed has been given, remain at such a distance and under such control as may be necessary, to keep the signal lights displayed on the control cabin of the Bridge clearly in view.

6. Shallow draught vessels with vertical clearance in excess of twenty four feet, that is to say, measuring from the waterline to the uppermost projections of the vessels which cannot transit the high level span, shall be allowed to transit the retractor span under the following conditions:—

Shallow draught vessels with vertical clearance exceeding 24 feet.

- (1) the retractor spans of the Bridge shall be opened for these vessels at scheduled times which shall be fixed by the Chief Works Officer, and shall be amended from time to time as he deems fit, and these times shall be published.
- (2) when the retractor spans of the Bridge are open for the purpose of allowing shallow draught vessels to transit the Bridge, vessels with the tidal current on their stern shall be permitted to transit the Bridge before vessels which are stemming the tide.
- (3) vessels passing through the Bridge by day shall be directed in the following manner —
  - (a) the display from the Bridge of a square green board to mean that the vessel is permitted to proceed through the Bridge;
  - (b) the display from the Bridge of a square red board to mean that the vessel must stop and await further instructions.
- (4) Vessels passing through the Bridge by night shall be directed in the following manner —
  - (a) the display from the Bridge of a green light to mean that the vessel is permitted to proceed through the Bridge;
  - (b) the display from the Bridge of a red light to mean that the vessel must stop and await further instructions.

- (5) Vessels with Very High Frequency radio may listen on channel sixteen (156.8 Megahertz) or channel six (156.3 Megahertz) and may communicate with the Bridge on these frequencies in order to clarify any visual signals.
- (6) Vessels desirous of anchoring in the vicinity of the Bridge awaiting a scheduled opening, shall anchor at a distance of not less than 1,000 feet north or south of the retractor span of the Bridge.
- (7) Vessels when transitting the Bridge shall do so in single file and at no time shall vessels transit the Bridge abreast of each other except as in cases covered by paragraph (8).
- (8) If any vessel requires to tow or push another vessel through the Bridge, special permission shall be obtained from the Bridge Manager prior to the time intended to transit the Bridge.
- (9) When a scheduled opening for shallow draught vessels coincides with the time requested for the passage of a deep draught vessel, the deep draught vessel shall have priority over the shallow draught vessel.

7. No vehicle shall stop on the Bridge unless required to do so by the Bridge Manager or any person lawfully carrying out his instructions.

8. No person, other than the Bridge Manager or other authorised person, shall operate or in any way tamper with any machinery relating to the operation of the Bridge or any lights thereon.

9.(1) The Chief Works Officer may, after consultation with the Commissioner of Police, prescribe the conditions subject to which road traffic and pedestrian traffic may cross or use the Bridge and where conditions are prescribed, the Bridge Manager shall cause notices to be posted at both approaches to the Bridge setting out the conditions.

(2) Without prejudice to the generality of the powers of the Chief Works Officer under paragraph (1) to prescribe conditions —

Prohibition  
against  
stopping.

Operation  
of  
machinery.

Conditions  
of user.

- (a) no animal drawn vehicle, hand cart, snow-cone carts or other vehicles of similar types shall be on the Bridge at any time;
- (b) no cattle, ridden, driven or led on the hoof shall be on the Bridge at any time;
- (c) no vending of any kind shall be permitted on the Bridge or the approaches to the Bridge or in such other contiguous areas as may be defined by the Chief Works Officer;
- (d) no unauthorised stopping, parking or overtaking of vehicles shall be allowed on the Bridge;
- (e) no vehicle or pedestrian shall be allowed within 500 feet of the centre line of the shipping channel during the opening and closing of the retractor spans and those limits shall be clearly identified;
- (f) vehicles weighing in excess of 72,000 lbs. gross or measuring in excess of eight feet in width including any projections on either side shall not be allowed to cross the Bridge without the permission of the Bridge Manager;
- (g) vehicles that do not roll on pneumatic tyres shall not be allowed to be driven or towed on the Bridge;
- (h) no rider of a pedal cycle shall be allowed to carry any other person on his pedal cycle;
- (i) no two pedal cyclists shall be allowed to ride abreast on the Bridge;
- (j) no U-turns or reversing shall be allowed on the Bridge or the approaches to the Bridge.

10. Vessels with vertical clearance of 24 feet, that is to say, measuring from the waterline to the uppermost projections of the vessel, may transit the Bridge under the high level span.

Vessels with vertical clearance of 24 feet.

11. The highest section of the high level span shall be illuminated by a series of flashing lights in the following manner —

Illumination of high level span.

- (a) on the eastern side, a series of red lights in a vertical line;
- (b) on the western side, a series of green lights in a vertical line.

Investigation of damage to the Bridge.

12. The master or owner of any vessel which causes damage to the Bridge or any part thereof shall be notified of the damage and the date and time fixed for the official investigation. The investigation shall be carried out by a person or persons appointed by the Chief Works Officer for the purpose of determining the extent of the damage. A representative of the owner of such vessel shall be permitted to be present during such investigation.

Owner of craft to be held responsible.

13. If after investigation it is established that the damage to the Bridge was caused by the vessel the owner or agent of the vessel shall pay to the Chief Works Officer such sums as the Chief Works Officer shall under his hand certify as being the cost of repairs rendered necessary by reason of such damage or deposit with the Chief Works Officer a Bond or surety the equivalent in value to the cost of the damage.

Damages done to bridge, bridge zone, beacon or buoy.

14.(1) A person shall not either wilfully or negligently:—

- (a) damage any part of the Bridge or the lights exhibited therein, or any buoy or beacon in the Bridge zone;
- (b) remove, alter, or destroy any part of the Bridge, or any buoy or beacon in the Bridge zone;
- (c) ride by, make fast to or run afoul of any buoy or beacon in the Bridge zone.

(2) Any master or owner of any vessel acting in contravention of this By-law, shall in addition to the expenses of making good any damage so caused, be liable for each offence to a fine of five hundred dollars or to imprisonment for six months. \*

Right of refusal of any boat or craft.

15. The Chief Works Officer may in his discretion refuse passage to any boat or craft which in his opinion would be likely to damage the Bridge or of which the owner is more than 30 days in arrears of payment to be effected under By-law 13.

Offences.

16. Any person who —

- (a) being a pedestrian, enters a toll booth or any part of the Bridge other than a pedestrian lane;
- (b) takes or permits an animal to be on the Bridge in contravention of By-law 9(2) (b);
- (c) obstructs the Bridge Manager or any person lawfully carrying out his instructions;

\* Amended to "three months". See note at end.



- (d) disobeys any instructions given by the Manager or any person lawfully carrying out his instructions under these By-Laws;
- (e) disobeys or disregards any signal displayed on the Bridge;
- (f) loiters on Bridge and refuses to proceed when requested by the Bridge Manager or any person lawfully carrying out his instructions;
- (g) writes upon, defaces or in any way damages the Bridge or damages or removes without authority any board, plate or notices on any part of the Bridge or the approaches thereto; or
- (h) fails to comply with any of the other provisions of these By-laws shall be liable on summary conviction to a fine of two hundred dollars.

Made this 24th day of November, 1978

*K. E. D. Potter,*  
Chief Works Officer,

These By-Laws were affirmed by Resolution of the National Assembly on 7th December, 1978, with the following amendment:

The words "three months" were substituted for the words "six months" in By-Law 14(2).

*F. A. Narain,*  
Clerk of the National Assembly.