



Road Safety Analysis 2013

THE BAHAMAS

Developed by

Spanish Road Association
Elena de la Peña, Enrique Miralles y Lourdes Díaz



Inter-American Development Bank
Alejandro Taddia, Claudia Bustamante, Jacob Veverka and
Yolanda Vaccaro



The Bahamas

Index

<i>Introduction</i>	1
<i>Country information</i>	2
<i>The Bahamas's situation relative to the Latin American and the Caribbean region</i>	3
<i>Key road safety indicators in The Bahamas</i>	4
<i>Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020</i>	6
<i>Road safety milestones in The Bahamas</i>	8
<i>SWOT analysis and suggested courses of action</i>	9

Summary

In 2012, The Bahamas had 12.1 road fatalities per 100,000 population, significantly below the Latin American and the Caribbean regional average (17.2 fatalities per 100,000 population), although still well above the average in high-income countries (8.7 fatalities per 100,000 population). This rate was relatively stable between 2006 and 2012, with only the significant increase in 2009 being an outlier. About half of road fatalities during 2012 were vulnerable road users; of which 29% were pedestrians. The National Road Safety Strategy 2010-2020 established as an objective a 20% reduction in the number of serious injuries and fatalities over the strategy's life.

Copyright © 2015 Inter-American Development Bank. This work is licensed under a Creative Commons IGO 3.0 Attribution-NonCommercial-NoDerivatives (CC-IGO BY-NC-ND 3.0 IGO) license (<http://creativecommons.org/licenses/by-nc-nd/3.0/igo/legalcode>) and may be reproduced with attribution to the IDB and for any non-commercial purpose. No derivative work is allowed.

Any dispute related to the use of the works of the IDB that cannot be settled amicably shall be submitted to arbitration pursuant to the UNCITRAL rules. The use of the IDB's name for any purpose other than for attribution, and the use of IDB's logo shall be subject to a separate written license agreement between the IDB and the user and is not authorized as part of this CC-IGO license.

Note that link provided above includes additional terms and conditions of the license.

The opinions expressed in this publication are those of the authors and do not necessarily reflect the views of the Inter-American Development Bank, its Board of Directors, or the countries they represent.



The Bahamas

Introduction

The IDB's Road Safety Strategy is considered groundbreaking in the region. With this effort, the Bank aims to lead a process of change that will promote road safety actions in Latin America and the Caribbean with a goal of permanently reducing the region's high rate of traffic accidents.

More than 1.2 million people die each year on the world's roads, and approximately 50 million suffer nonfatal injuries. The latest surveys of road safety in Latin America and the Caribbean¹ show that the region's road fatality rate is approximately 17 fatalities per 100,000 population, compared to an average for high-income countries of less than 10 fatalities per 100,000 population. By 2020, these figures are expected to jump to 24 fatalities per 100,000 population. Should these estimates for 2020 prove accurate, Latin America and the Caribbean as a region will have the highest road fatality rate in the world.

The Road Safety Strategy is aligned under the five pillars of the "Decade of Action"² with the intention of implementing concrete actions – and measureable results – that contribute towards meeting the target set by the United Nations of reducing the number of road fatalities by 50% by 2020. Specifically, the Bank seeks to:

1. Strengthen the institutional and technical capacity, as well as the integration of actions among stakeholders such as ministries of health, education, transport, etc.
2. Create an attitude of civil responsibility in the subject of road

safety, by means of awareness and communication campaigns.

3. Enhance the capacity to mobilize resources for road safety.
4. Support regional dialogue among different stakeholders, in order to place road safety as a priority on the political agendas of the region's governments (including different sectors, even Ministries of Finance).
5. Promote the transfer of knowledge and best practices in the field of road safety.
6. Support the regulation of vehicle safety standards.

To achieve these goals, it is necessary to understand the situation in the Latin America and Caribbean region. For this reason, the IDB is publishing a collection of Road Safety Analyses for countries in the Latin America and the Caribbean region, of which this Analysis is a part.

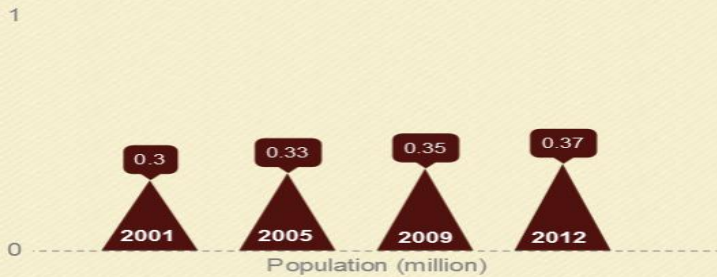
¹ [Diagnostic 2005-2009](#) y [Diagnostic 2010-2012](#)

² Global Plan for the Decade of Action for Road Safety 2011-2020: http://www.who.int/roadsafety/decade_of_action/plan/spanish.pdf

The Bahamas

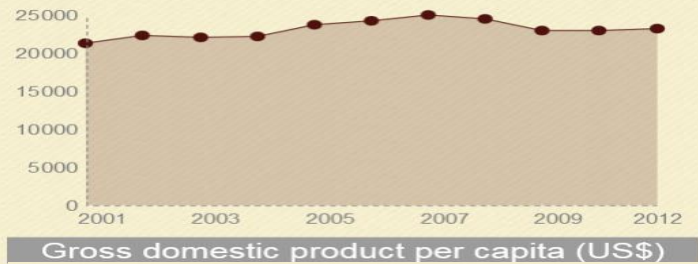


Demographic and economic data



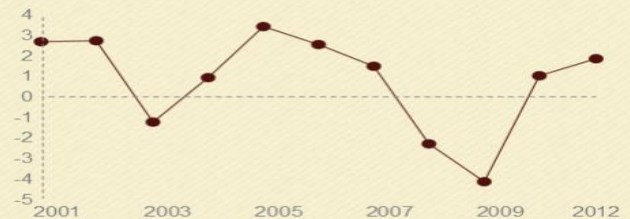
Population trend in The Bahamas

Source: United Nations



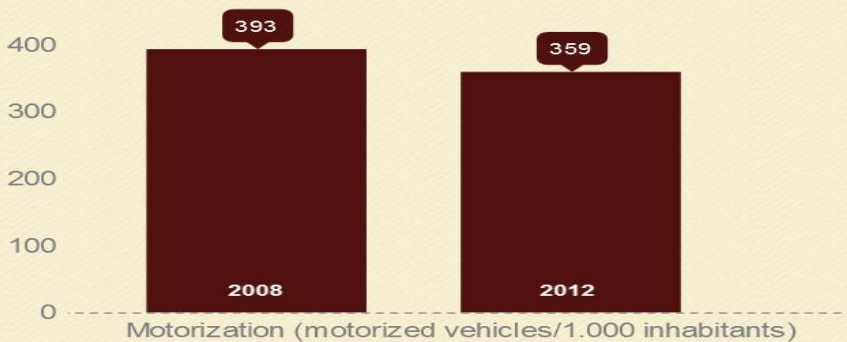
Gross domestic product per capita (US\$)

Source: Bahamas Department of Statistics and International Monetary Fund



Trend in the gross domestic product (%)

Source: Bahamas Department of Statistics



Motorization trend in The Bahamas

Source: Ministry of Works and Transport

Motorization rate

The motorization rate (number of motorized vehicles per 1,000 inhabitants) decreased slightly in the period 2008-2012

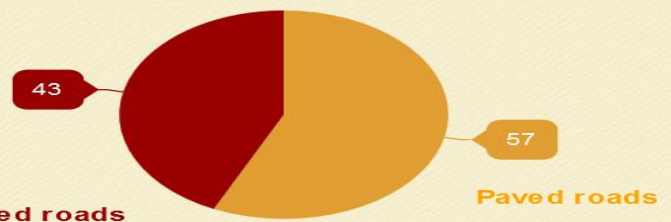


Motorized vehicle fleet in The Bahamas: 133,515
(Source: Ministry of Works and Transport, 2012)

Road infrastructure



Road network length: 2,693 kilometers
(Source: International Road Federation, 2000)



Paved road network in The Bahamas (2000)

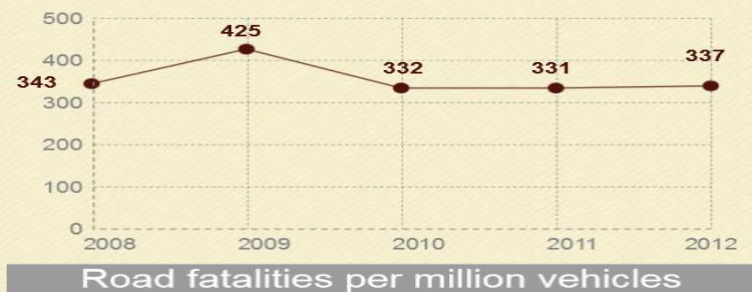
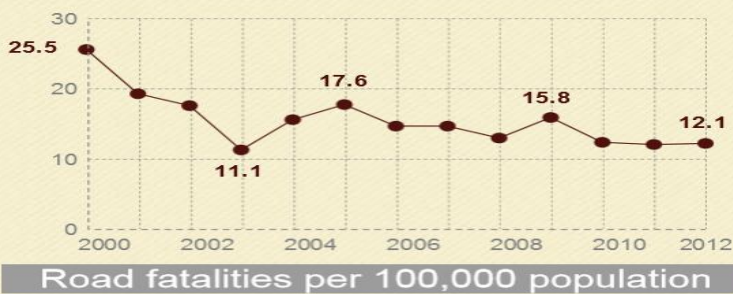
Key road safety indicators in The Bahamas

Road fatalities



Source: Road Traffic Department

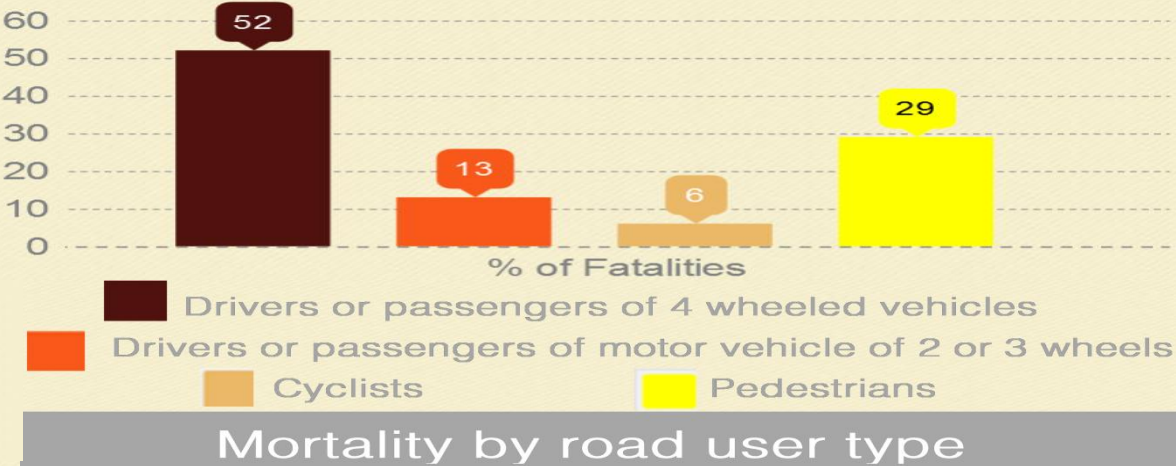
Road fatalities per 100,000 population and per million vehicles



Source: Road Traffic Department

Key road safety indicators in The Bahamas

Vulnerable road users (2012)



48 % of fatalities that occur within 30 days of the accident were vulnerable road users, namely users of motor vehicles with 2 or 3 wheels, cyclists or pedestrians.

Source: Road Traffic Department

Successful experiences in The Bahamas.

HUMAN FACTOR

INSTITUTIONAL FACTOR

VEHICLE FACTOR

INFRASTRUCTURE FACTOR

National Road Safety Strategy for The Bahamas 2010-2020

Carrying out road safety inspections and audits on projects with multilateral funding

Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in The Bahamas

PILLAR 1: Road safety management



COORDINATING BODY: Road Traffic Department



COUNTRY STRATEGY: National Road Safety Strategy for the Bahamas 2010-2020



TARGETS: The broad objective of the Plan is to reduce the number of seriously injured and fatalities in traffic accidents by 20% in the period of implementation of the National Strategy.



FUNDS: Financing through public budgets

PILLAR 2: Safer roads and mobility



INDEPENDENT EVALUATIONS: Carrying out road safety inspections and audits on projects with multilateral funding.

PILLAR 3: Safer vehicles



VEHICLE INSPECTION: Private vehicles must pass a technical test once a year, while public vehicles must do so twice a year.

Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in The Bahamas

PILLAR 4: Safer road users



SPEED LIMITS: Legislation and enforcement



ALCOHOL CONSUMPTION AND DRIVING: Legislation



SAFETY BELT: Legislation and enforcement



HELMET ON MOTORCYCLES AND MOPED: Legislation and enforcement



CHILD RESTRAINT SYSTEMS: Legislation and enforcement



AWARENESS: Campaigns to raise road safety awareness



LEARNING TO DRIVE: Theoretical and practical exams and medical examination

PILLAR 5: Response after accidents



EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (911 or 919)



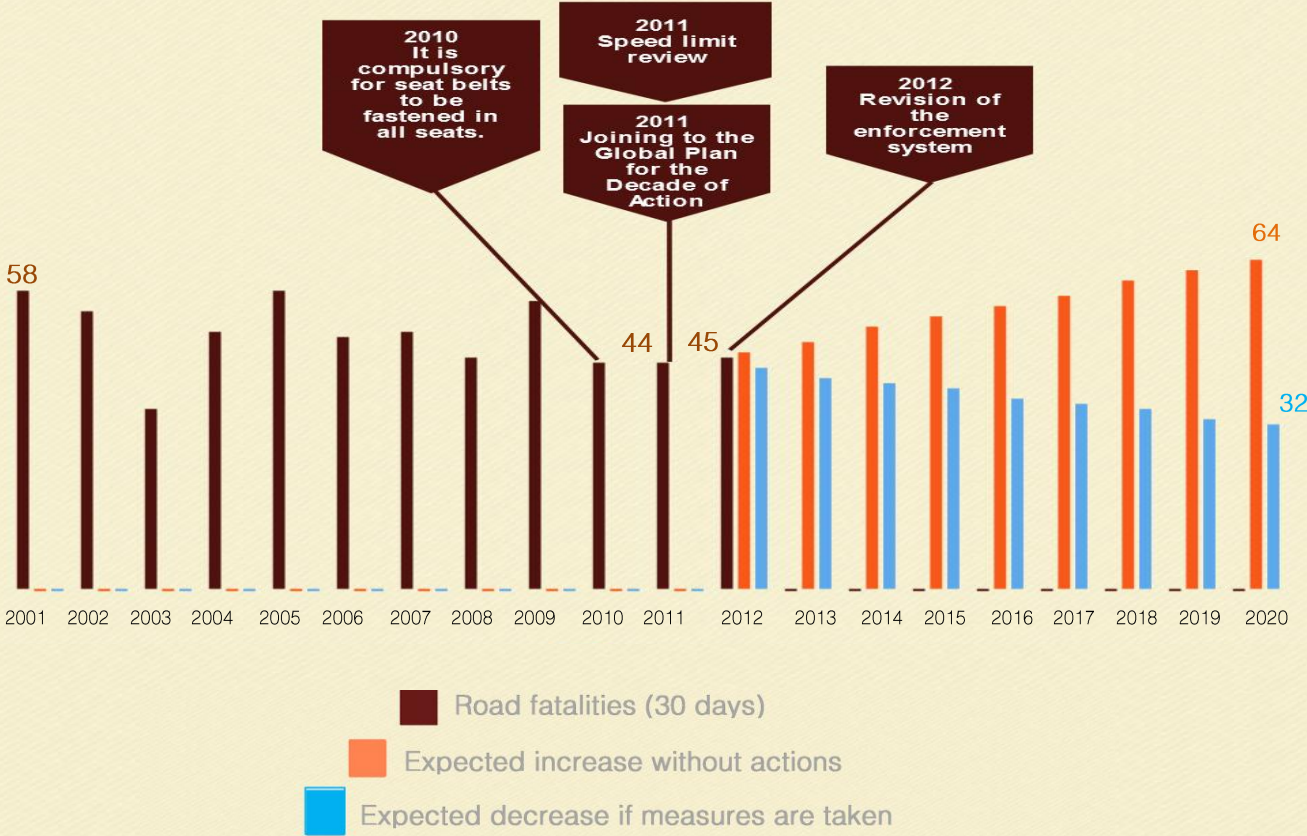
PROFESSIONAL TRAINING: Specific training for doctors and nurses



COMPULSORY INSURANCE: Required by law

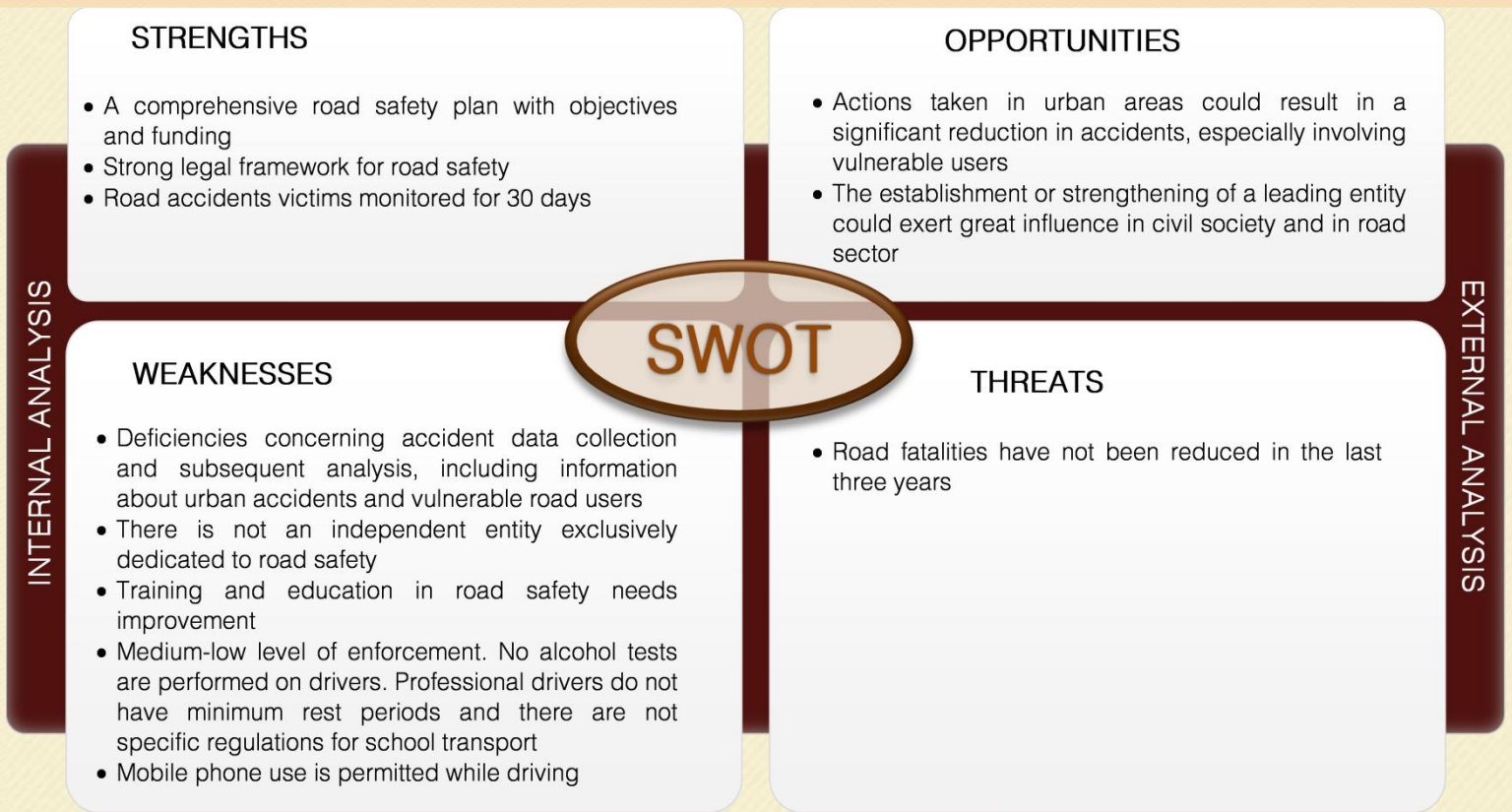
Road safety milestones in The Bahamas

This chapter presents the number of fatalities that occurred within 30 days of an accident as a result of injuries sustained in the incident and forecasts for the decade 2011-2020 according to UN estimations in the Global Plan for the Decade of Action for Road Safety.



Evolution of road fatalities within 30 days of the accident

SWOT analyses



Suggested courses of action

SHORT TERM



Improve systems for collecting accident data and preparing annual reports



Include the improvement of safety for vulnerable road users (pedestrians, cyclists and motorcyclists) as a priority and encourage the development of specific activities for urban road safety



Promote a road safety agency and ensure funding for road safety



Strengthen enforcement

MEDIO PLAZO



Ensure the availability of road safety professionals



Foster the identification and resolution of accident hotspots and enforcement of road safety inspections and audits



Support the introduction of vehicle safety standards



Involve road safety training at all schools

LONG TERM



Include medical care after accidents in road safety policies



Promote research and development



Inter-American Development Bank
Infrastructure and Environment Sector
Transport Division
Road Safety Strategy

1300 New York Avenue N.W.
Washington D.C. 20577 USA
Tel. (202) 623-1000
Fax (202) 623-3096
www.iadb.org/seguridadvial