Road Safety Analysis 2013

BARBADOS

Developed by

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Summary

Barbados has the lowest road fatality rate in the Caribbean region, 8.8 fatalities per 100,000 population in 2012, compared with a regional average of 17.2 fatalities per 100,000 population. In recent years fatalities have remained stable, with the exception of an increase of 31% over the previous year in 2012. About half of road fatalities are vulnerable road users. The most affected age groups are those between age 20 and 39 and between age 50 and 59 years. Barbados does not have an integral road safety plan with quantitative targets and concrete actions, and associated budget.
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 measurable 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 on 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 American and Caribbean region. For this reason, the IDB is publishing a collection of Road Safety Analyses for countries in the Latin American and the Caribbean region, of which this Analysis is a part.

¹ Diagnóstico 2005-2008 y Diagnóstico 2010-2012
BARBADOS

Demographic and economic data

Population trend in Barbados

Source: United Nations

Gross domestic product per capita (US$)

Source: Central Bank of Barbados

Trend in the gross domestic product (%)

Source: Central Bank of Barbados

Motorization rate

The motorization rate (number of motorized vehicles per 1,000 inhabitants) has experienced continuous growth over the decade 2000-2010. Data show a slight decrease in 2012.

Motorized vehicle fleet in Barbados: 114,300
(Source: Ministry of Transport and Work, 2012)

Motorization trend in Barbados

Source: International Road Federation

Road infrastructure

Road network length: 1,600 kilometers
(Source: International Road Federation, 2004)
Barbados’s situation relative to the Latin American and the Caribbean region.
Key road safety indicators in Barbados

Severe accidents in Barbados (2012)

- 1,090 road accidents causing injury or death occurred in urban areas.
- 1,073 road accidents causing injury or death occurred in rural areas.

Severe accidents by area

Source: Ministry of Transport and Work

Road fatalities

Evolution of the number of deaths within 30 days after the accident

Source: Ministry of Transport and Work

Road fatalities per 100,000 population and per million vehicles

Source: Ministry of Transport and Work
Key road safety indicators in Barbados

Road fatalities by age group (2011)

Vulnerable road users (2011)

47.4% 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 pedestrian.

Successful experiences in Barbados

<table>
<thead>
<tr>
<th>HUMAN FACTOR</th>
<th>INSTITUTIONAL FACTOR</th>
<th>VEHICLE FACTOR</th>
<th>INFRASTRUCTURE FACTOR</th>
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<tbody>
<tr>
<td>The 2010 National Road Safety competition for primary schools</td>
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<td>Road Safety Month</td>
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<td>Road safety awareness program in schools</td>
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<td>The Sagicor National Primary Schools Road Safety Competition 2011</td>
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Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Barbados

PILLAR 1: Road safety management

COORDINATING BODY: Barbados Road Safety Council

FUNDS: Financing through public budgets and private funds.

PILLAR 2: Safer roads and mobility

Activities aligned with Pillar 2 have not been detected

PILLAR 3: Safer vehicles

VEHICLE INSPECTION: High degree of compliance with the technical inspection of vehicles.
Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Barbados

PILLAR 4: Safer road users

- SPEED LIMITS: Legislation and enforcement
- ALCOHOL CONSUMPTION AND DRIVING: Legislation and enforcement
- 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
- IMPLEMENTATION OF PENALTY POINTS SYSTEM FOR DRIVING LICENCES: application of the points system on licenses and a unique driver’s registry, but no refresher courses for offenders.

PILLAR 5: Response after accidents

- EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (211 to police, 511 to ambulance, 311 to firefighters)
- PROFESSIONAL TRAINING: Specific training for doctors and nurses
- COMPULSORY INSURANCE: Required by law
Road safety milestones in Barbados

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.

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**Evolution of road fatalities within 30 days of the accident**

- **Road fatalities (30 days)**
- **Expected increase without actions**
- **Expected decrease if measures are taken**

**2011**

- Joined to the Global Plan for the Decade of Action

**2012**

- Launched of the Road Safety Council

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<tr>
<th>Year</th>
<th>Fatalities (30 days)</th>
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<tr>
<td>2008</td>
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SWOT analyses

**STRENGTHS**
- Strong legal framework for road safety
- Road accident victims monitored for 30 days

**OPPORTUNITIES**
- Actions taken in urban areas could result in a significant reduction in accidents, specially involving vulnerable users
- The strengthening of a leading entity could exert great influence in civil society and in road sector
- Develop road plans for safer roads

**WEAKNESSES**
- There is not a National Road Safety Plan
- Deficiencies concerning accident data collection and subsequent analysis, including information about urban accidents and vulnerable road users
- The Road Safety Council is not strong enough to play a decisive role
- Training and education in road safety needs improvement
- Medium-low level of enforcement. No alcohol tests are performed on drivers. Professional drivers do not have minimum rest periods and there are not specific regulations for school transport
- Mobile phone use is permitted while driving
- In general, road safety inspections and audits have not been implemented

**THREATS**
- There has not been a reduction in fatalities during the last three years

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**Suggested courses of action**

**SHORT TERM**
- Improve systems for collecting accident data and preparing annual reports
- Promote the development of Integral Road Safety Plans with objectives and assigned budgets and improve of urban road safety making vulnerable road users safer
- Strengthen a leading road safety agency and ensure funding for road safety
- Strengthen enforcement

**MEDIUM TERM**
- Ensure the availability of road safety professionals
- Foster the identification and resolution of accident hotspots and the enforcement of road safety inspections and audits
- Support the introduction of vehicle safety standards
- Provide 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

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