Road Safety Analysis 2013

BELIZE

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
Belize

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Summary

With 21.3 road fatalities per 100,000 population in 2012, Belize is above the average for Latin America and the Caribbean (17.2 fatalities per 100,000 population). The evolution of the number of fatalities does not show a clear trend; fatalities increase and decrease without a discernible return. In 2012, road fatalities were up to 17% over the previous year. Vulnerable road users were 36.2% of all road fatalities. The increase in motorization has resulted in an increase in risk exposure, which requires the implementation of new road safety measures.
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 Caribbean\(^1\) 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 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 American and the Caribbean region, of which this Analyses is a part.

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\(^1\) *Diagnostico 2006-2009 y Diagnostico 2010-2012*
Belize

Demographic and economic data

Population trend in Belize
Source: United Nations

Gross domestic product per capita (US$)
Source: Central Bank of Belize and International Monetary Fund

Trend in the gross domestic product (%)
Source: Central Bank of Belize

Motorization rate

The motorization rate (number of motorized vehicles per 1,000 inhabitants) has experienced continuous growth since 2000, with an interruption from 2008 to 2012.

Motorized vehicle fleet in Belize: 114,300
(Source: Ministry of Finance and Economic Development, 2012)

Motorization trend in Belize
Source: International Road Federation

Road infrastructure

Road network length: 2,872 kilometers
(Source: International Road Federation, 2000)
Comparative situation in the region

Road fatalities per 100,000 population

- 0 – 7,5
- 7,5 - 15
- 15 - 22
- 22 - 30
Key road safety indicators in Belize

Severe accidents in Belize (2012)

2,470 road accidents causing injury or death occurred in urban areas.

Source: Ministry of Finance and Economic Development

Road fatalities

Road fatalities per 100,000 populations and per million vehicles

Source: Ministry of Finance and Economic Development
Key road safety indicators in Belize

Vulnerable road users (2009)

- Drivers or passengers of 4 wheeled vehicles: 63.8%
- Drivers or passengers of motor vehicle of 2 or 3 wheels: 12.8%
- Cyclists: 23.4%
- Pedestrians: 0%

36.2% 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.

CLARIFICATION: 0% of motorcycle accidents are due to the lack of available data.

Mortality by road user type

Source: Ministry of Finance and Economic Development

Successful experiences in Belize

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

PILLAR 1: Road safety management

COORDINATING BODY: Ministry of Finance and Economic Development and Ministry of Works

COUNTRY STRATEGY: Road Safety Plan 2007-2012

FUNDS: Financing through public budgets and private funds.

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: Annual
Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Belize

PILLAR 4: Safer road users

- SPEED LIMITS: Legislation and enforcement
- ALCOHOL CONSUMPTION AND DRIVING: Legislation and enforcement
- SAFETY BELT: Legislation for front seats and enforcement
- HELMET ON MOTORCYCLES AND MOPED: Legislation and enforcement
- ROAD SAFETY EDUCATION: At all schools
- AWARENESS: Campaigns to raise road safety awareness
- LEARNING TO DRIVE: Existence of theoretical and practical exams and medical examination

PILLAR 5: Response after accidents

- EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (911 to police)
- PROFESSIONAL TRAINING: Specific training for doctors and nurses
- COMPULSORY INSURANCE: Required by law
Road safety milestones in Belize

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

**STRENGTHS**
- Strong legal framework for road safety
- Road accident victims monitored for 30 days
- Existence of legislation in a number of areas

**OPPORTUNITIES**
- Development of a Comprehensive Road Safety Plan with defined objectives, associated funds and with proposed actions could result in significant accident reductions
- The establishment or strengthening of a lead road safety entity could exert great influence in civil society and in road sector

**WEAKNESSES**
- There is not a current National Road Safety Plan
- Deficiencies concerning accident data collection and subsequent analysis, including information about urban accidents and vulnerable road users
- There is not a lead Agency
- 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 been a significant increase in fatalities since 2012

Suggested courses of action

**SHORT TERM**
- Improve systems for collecting accident data and preparing annual reports
- Promote the development of Integral Road Safety Plans and improve urban road safety making vulnerable road users safer
- Promote a 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
- Regulate the use of seat belts in the rear seats and the use of children restraint system
- Support the introduction of vehicle safety standards

**LONG TERM**
- Promote research and development