Road Safety Analysis 2013

JAMAICA

Developed by

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Summary

Jamaica has become a model of road safety for the Caribbean region. With 9.6 fatalities per 100,000 population in 2012, Jamaica has one of the lowest road fatality rates in the Latin America and the Caribbean region (17.2 fatalities per 100,000 population). This is largely due to a number of successful implementations of road safety measures by the state that have caused the number of road fatalities in Jamaica to decrease continuously since 2006, even in spite of growth motorization and subsequent growth in risk exposure. However, work still needs to be done as road fatalities still disproportionately affect vulnerable road users; 55.5% of all road fatalities are vulnerable road users.
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 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.

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\(^1\) *Diagnostico 2005-2008 y Diagnostico 2010-2012*

Jamaica

Demographic and economic data

Population trend in Jamaica

Source: United Nations

Gross domestic product per capita (US$)

Source: Statistical Institute of Jamaica and International Monetary Fund

Trend in the gross domestic product (%)

Source: Statistical Institute of Jamaica and International Monetary Fund

Motorization rate

The motorization rate (number of motorized vehicles per 1,000 inhabitants) has experienced continuous growth over the last decade.

Motorized vehicle fleet in Jamaica: 518,205
(Source: Ministry of Transport, 2012)

Motorization trend in Jamaica

Source: International Road Federation

Road infrastructure

Road network length: 22,121 kilometers
(Source: International Road Federation, 2011)

Paved road network in Jamaica (2005)
Jamaica’s situation relative to the Latin American and Caribbean region

Comparison with other countries of the region

Road fatalities per 100,000 population

- Honduras: 27.3
- ALC average: 17.2
- Jamaica: 9.6
- Guatemala: 6.5

Road fatalities per 100,000 population

- 0 – 7.5
- 7.5 - 15
- 15 - 22
- 22 - 30
Key road safety indicators in Jamaica

Severe accidents in Jamaica (2012)

1,691 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

Road fatalities

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

Fatalities by area

Source: Ministry of Transport

Road fatalities per 100,000 population and per million vehicles

Road fatalities per 100,000 population

Road fatalities per million vehicles

Source: Ministry of Transport
Key road safety indicators in Jamaica

Vulnerable road users (2012)

55.5% 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: Ministry of Transport

Successful experiences in Jamaica

<table>
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<th>INSTITUTIONAL FACTOR</th>
<th>VEHICLE FACTOR</th>
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<td>Project &quot;Saving 300 lives&quot;</td>
<td>Strategy &quot;BELOW 240&quot;</td>
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<td>Campaign &quot;Road Safety World Day&quot;</td>
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Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Jamaica

PILLAR 1: Road safety management

COORDINATING BODY: National Road Safety Council

COUNTRY STRATEGY: National Transport Policy

TARGET: The goal is "BELOW 240" less than 240 fatalities in 2015

FUNDS: Financing through public budgets

PILLAR 2: Safer roads and mobility

INDEPENDENT EVALUATIONS: Carrying out road safety inspections and the management of accident hotspots

PILLAR 3: Safer vehicles

VEHICLE INSPECTION: Technical Inspection of Vehicles, although not specific safety standards for vehicles
Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Jamaica

PILLAR 4: Safer road users

- SPEED LIMITS: Legislation and enforcement
- ALCOHOL CONSUMPTION AND DRIVING: Existence of legislation and annual awareness campaigns
- SAFETY BELT: Legislation and enforcement
- HELMET ON MOTORCYCLES AND MOPED: Legislation and enforcement
- MOBILE PHONE WHILE DRIVING: Legislation and enforcement
- AWARENESS: Campaigns to raise road safety awareness
- ROAD SAFETY EDUCATION: Taught at all schools
- LEARNING TO DRIVE: Theoretical and practical exams
- IMPLEMENTATION OF PENALTY POINT SYSTEM FOR DRIVING LICENSES: application of the points system on licenses and a unique driver’s registry

PILLAR 5: Response after accidents

- EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (119 to police, 110 to medical services)
- COMPULSORY INSURANCE: Required by law
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 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**
- Accident analysis in urban and interurban environment
- Identification and management of accident hotspots
- National Road Safety Council
- A comprehensive road safety plan with objectives and funding
- System of road safety education and training
- Strong legal framework for road safety
- Road accident victims monitored for 30 days

**OPPORTUNITIES**
- Jamaican example may serve as a model for other countries in the region

**WEAKNESSES**
- Mobile use is permitted while driving
- No enforcement of minimum rest times for professional drivers or special regulations for school transport
- In general, road safety audits have not been implemented

**THREATS**
- The increase in motorization moderately increases risk exposure

**Suggested courses of action**

**SHORT TERM**
- Include the improvement of urban road safety and vulnerable road users as a priority
- Strengthen enforcement

**MEDIUM TERM**
- Ensure the availability of road safety professionals
- Foster the implementation of road safety inspections and audits
- Support the introduction of vehicle safety standards

**LONG TERM**
- Develop a legal framework for critical factors: mobile phone use, driving and rest periods, etc.