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Summary

With 14.4 road fatalities per 100,000 inhabitants in 2012, Trinidad and Tobago is below the average for Latin America and the Caribbean (17.2 fatalities per hundred thousand inhabitants), although still some distance from the average of high-income countries (8.7 fatalities per hundred thousand inhabitants). Accident figures show a significant reduction in the number of fatalities since 2008, although in 2012 an increase of 6.6% was recorded with respect to 2011. 36.7% 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 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 Diagnostics 2005-2009 y Diagnostics 2010-2012
Country information

Demographic and economic data

Population trend in Trinidad and Tobago
Source: United Nations

Motorization rate
The motorization rate (number of motorized vehicles per 1,000 inhabitants) has experienced a significant decline in recent years.

Motorized vehicle fleet in Trinidad and Tobago: 483,309
(Source: Ministry of Transport and Trinidad & Tobago Police Service, 2012)

Road infrastructure

Road network length: 9,592 kilometers
(Source: Ministry of Works and Infrastructure, 2012)
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 Trinidad and Tobago

Road fatalities

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

Road fatalities by area

Source: Ministry of Transport

Road fatalities per 100,000 population and per million vehicles

Source: Ministry of Transport
Key road safety indicators in Trinidad and Tobago

Vulnerable road users (2012)

- Drivers or passengers of 4 wheeled vehicles: 63%
- Drivers or passengers of motor vehicle of 2 or 3 wheels: 4.6%
- Cyclists: 3.6%
- Pedestrians: 28.5%

36.7% of fatalities within 30 days after the accident were vulnerable road users, namely users of motor vehicles of 2 or 3 wheels, cyclists or pedestrians.

Source: Ministry of Transport
Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Trinidad and Tobago

PILLAR 1: Road safety management

COORDINATING BODY: National Road Safety Council

FUNDS: Financing through public budgets

PILLAR 2: Safer roads and mobility

INDEPENDENT EVALUATIONS: There are currently developing experiences on management of accident hotspots and in carrying out road safety inspections

PILLAR 3: Safer vehicles

VEHICLE INSPECTION: Annual for buses and trucks and biennial for other vehicles
Compliance with the Global Plan for the Decade of Action for Road Safety 2011-2020 in Trinidad and Tobago

PILLAR 4: Safer road users

- SPEED LIMITS: Legislation
- ALCOHOL CONSUMPTION AND DRIVING: Legislation and enforcement
- SAFETY BELT: Legislation for front seats and enforcement
- HELMET ON MOTORCYCLES AND MOPED: Legislation and enforcement
- CHILD RESTRAINT SYSTEMS: Legislation and enforcement
- MOBILE PHONE WHILE DRIVING: Legislation and enforcement
- AWARENESS: Campaigns to raise road safety awareness
- LEARNING TO DRIVE: Theoretical and practical exams
- DRIVERS: Existence of a unique driver’s registry and refresher courses

PILLAR 5: Response after accidents

- EMERGENCY RESPONSE NUMBER: Nationwide emergency telephone system (999 to police, 912 to firefighters and to medical services)
- PROFESSIONAL TRAINING: Specific training for doctors and nurses
- COMPULSORY INSURANCE: Required by law
Road safety milestones in Trinidad and Tobago

This chapter presents the number of fatalities that occur 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.
SWOT analyses

**STRENGTHS**
- A comprehensive road safety plan with objectives and funding
- Road Safety Council with its own budget

**WEAKNESSES**
- Deficiencies concerning accident data collection and subsequent analysis, including information about urban accidents and vulnerable road users
- Road safety education 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
- In general, road safety inspections and audits have not been implemented

**OPPORTUNITIES**
- The strengthening of a lead entity could exert great influence in civil society and in road sector
- The implementation of actions in urban areas could result in a significant reduction in the number of casualties
- Road safety education is a crucial step towards the reduction of accidents in the medium and long term

**THREATS**
- The lack of economic support does not encourage fleet renewal

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**Suggested courses of action**

**SHORT TERM**
- Improve systems for collecting accident data and preparing annual reports
- Include the improvement of urban road safety and vulnerable road users as a priority
- Strengthen the lead road safety agency and ensure funding for road safety
- Strengthen enforcement

**MEDIUM TERM**
- Ensure the availability of road safety professionals
- Foster the implementation of road safety inspections and audits and manage the analysis of accident hotspots
- Provide road safety training at all schools

**LONG TERM**
- Support the introduction of vehicle safety standards
- Include medical care after accidents in road safety policies
- Promote regional coordination on road safety