

United Nations road safety conventions

Robert Nowak
Kingston, August 2019



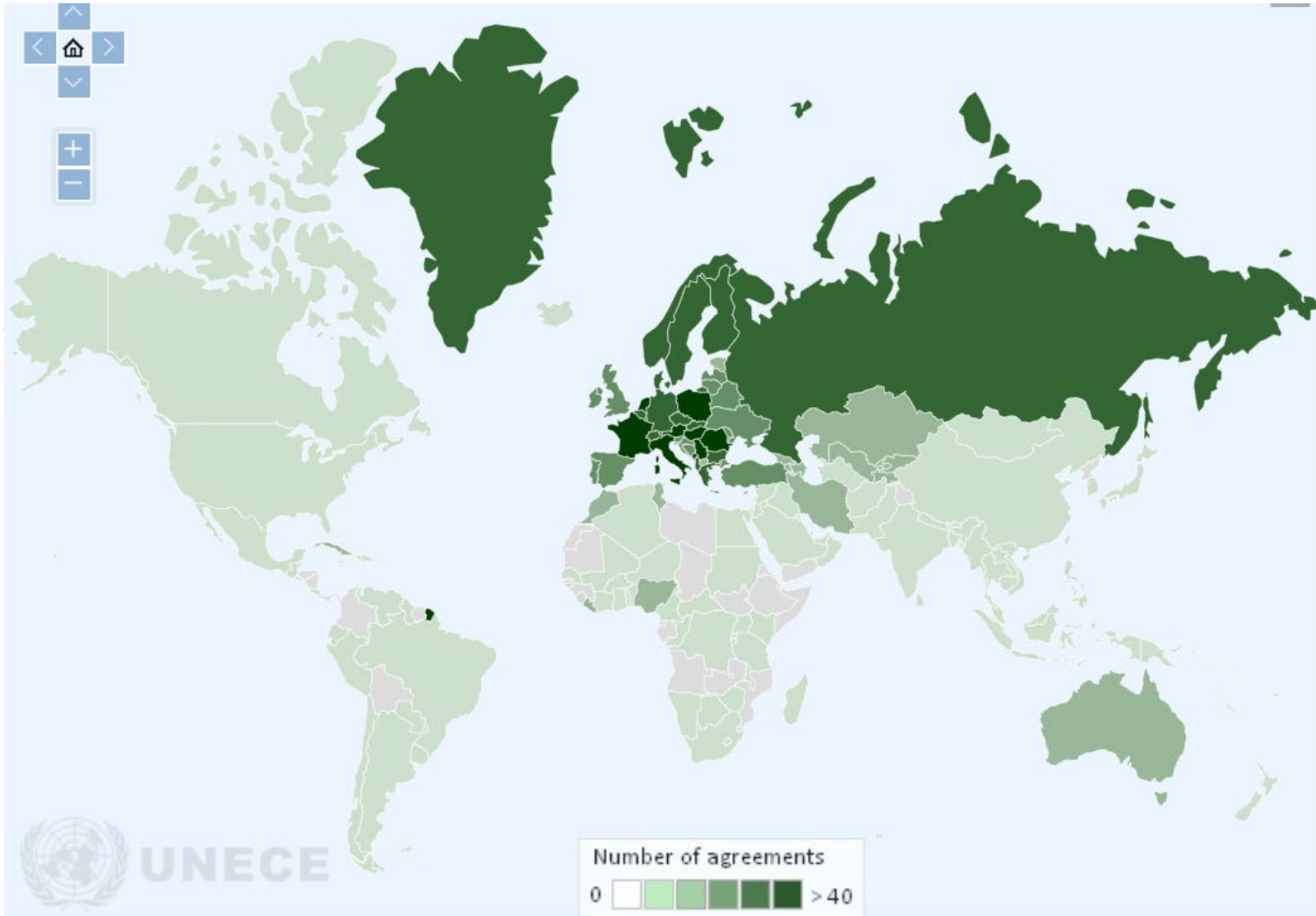
UNECE



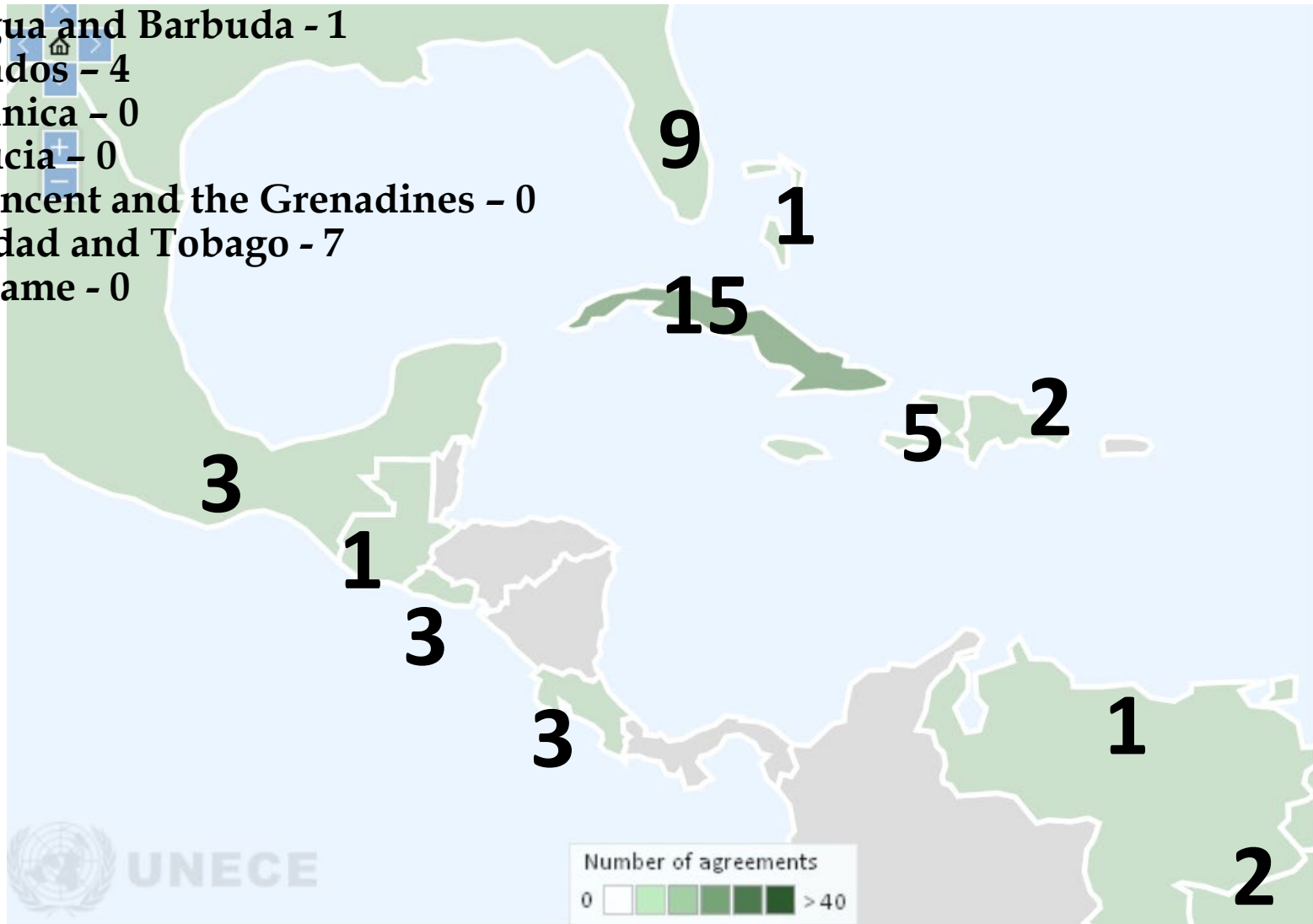
www.unece.org



- **58 United Nations conventions**
- **Inland transport**
- **Road, rail, inland waterways, intermodal**

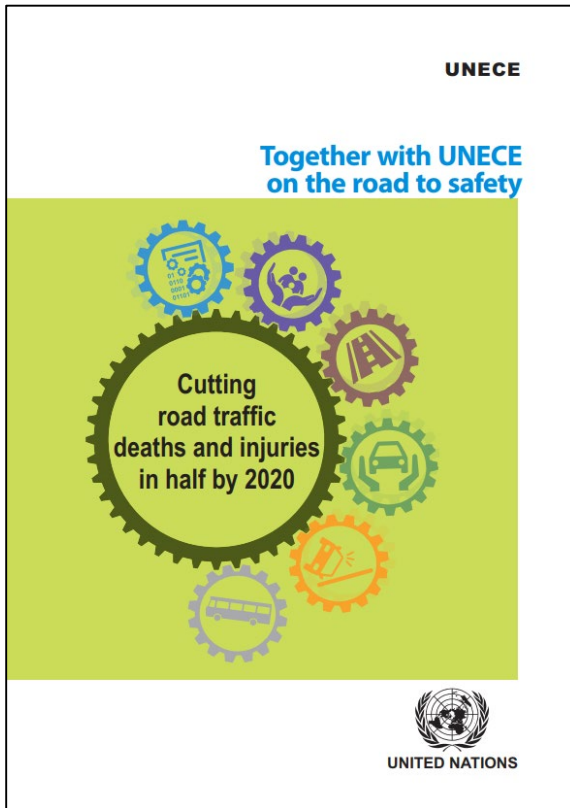


- Antigua and Barbuda - 1
- Barbados - 4
- Dominica - 0
- St. Lucia - 0
- St. Vincent and the Grenadines - 0
- Trinidad and Tobago - 7
- Suriname - 0





Key road safety conventions:



- **1949 and 1968 Conventions on Road Traffic**
- **1968 Convention on Road Signs and Signals**
- **1958 and 1998 “Vehicle Regulations” Agreements and 1997 “Periodic Inspections”**
- **1957 European Agreement for the International Carriage of Dangerous Goods by Road**
- **1970 European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport**

1968 Convention on Road Traffic

- **To facilitate international road traffic and increase road safety through the adoption of uniform traffic rules and the reciprocal recognition of documents issued in conformity with those rules**



1968 Convention on Road Signs and Signals

- To facilitate international road traffic and increase road safety through international uniformity of road signs, signals, symbols, and of markings



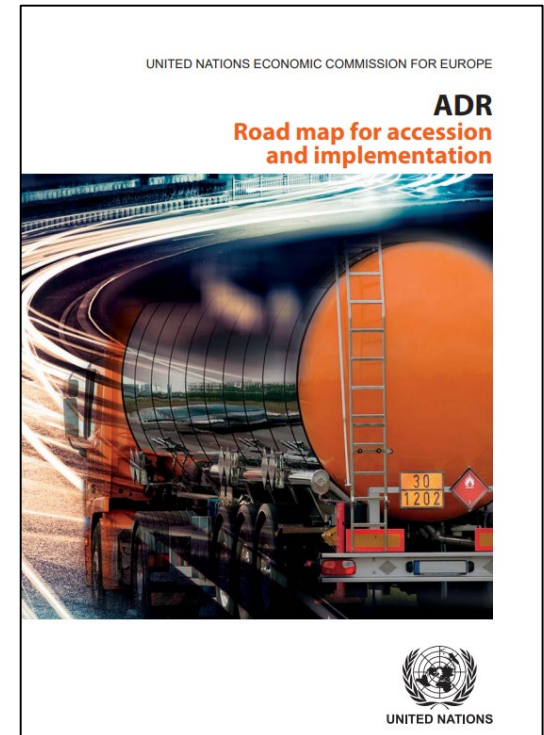
“Vehicle Regulations” Agreements

- **Vehicle approval: 1958 Agreement**
- **Vehicle certification: 1998 Agreement**
- **Periodic technical inspections: 1997 Agreement**



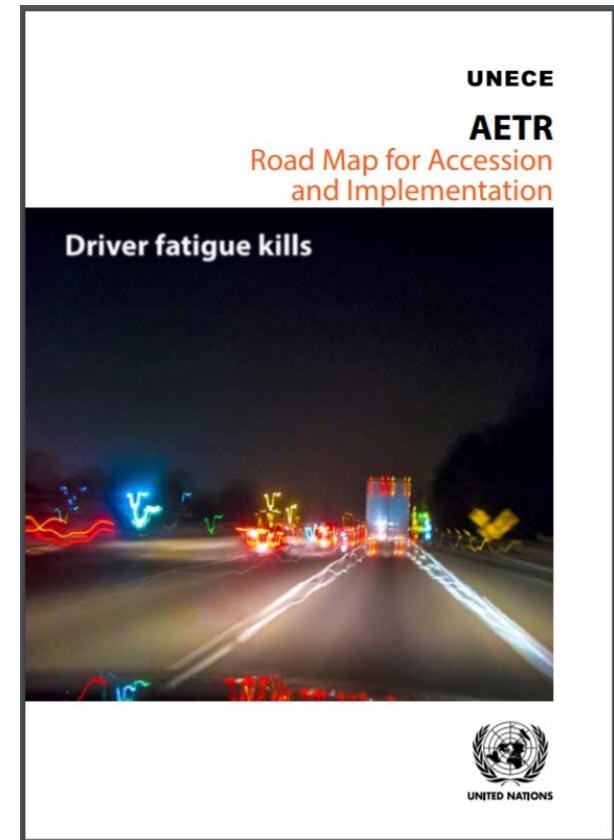
European Agreement for the International Carriage of Dangerous Goods by Road (ADR)

- Prevents accidents and property and damage during the loading, unloading and transport of dangerous goods
- Mutual recognition of ADR driver training, vehicles, packagings and tanks
- Promotes harmonization and compatibility with other modes (sea, air, rail)
- Provides internationally recognized classification and identification of dangerous goods
- Prescriptions for the construction of vehicles and tanks transporting dangerous goods



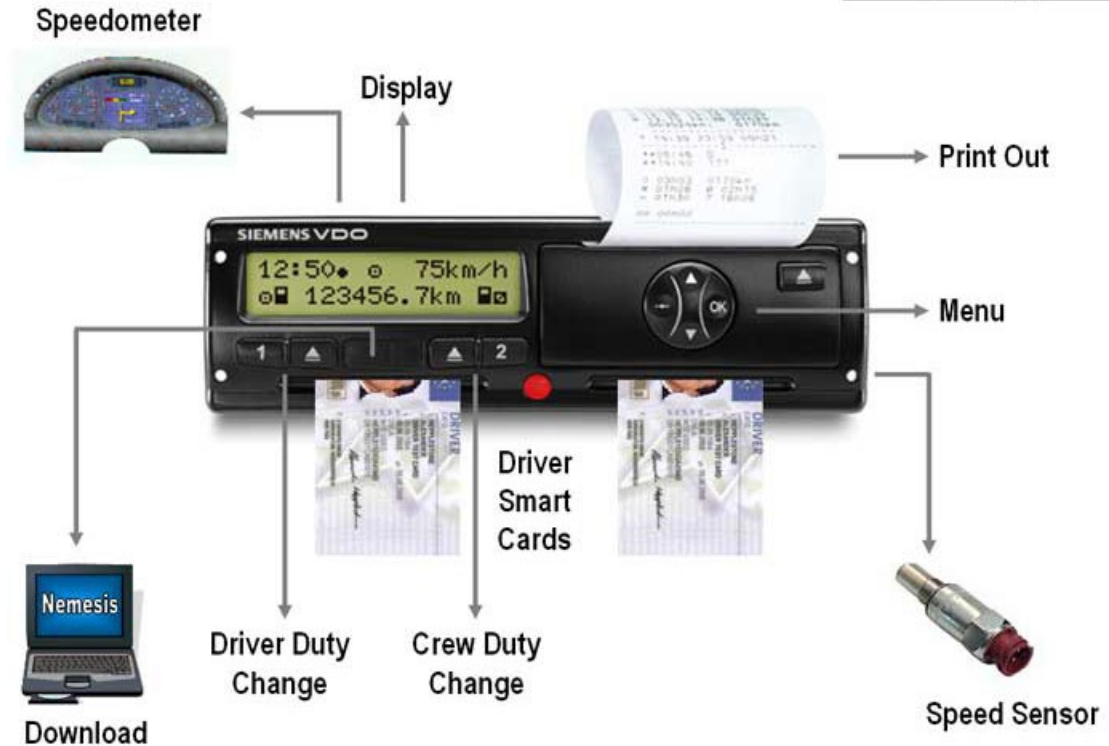
European Agreement concerning the Work of Crews of Vehicles Engaged in International Road Transport (AETR)

- prescribes the number of maximum driving hours by professional drivers
 - prescribes rest periods
- ... thereby reduces road accidents due to driver fatigue

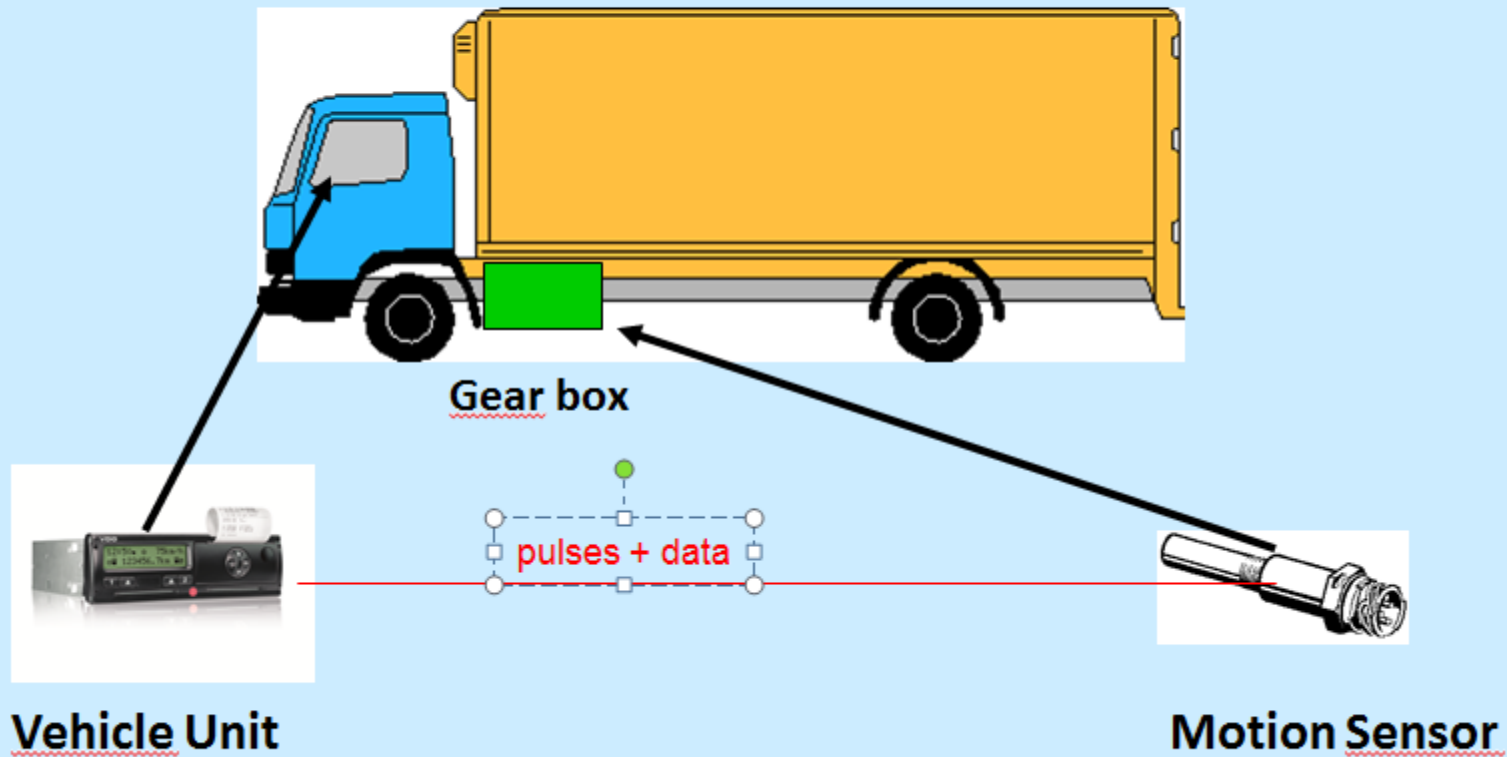


Hours and Conditions of Work

Uniform working conditions for drivers of commercial vehicles engaged in international road transport



Digital Tachograph



MS sealed to gearbox

MS and VU paired

Data between MS and VU encrypted



Why to accede to UN road safety conventions?

Why to accede to UN road safety conventions?



Seventy-second session
Agenda item 12

Resolution adopted by the General Assembly on 12 April 2018

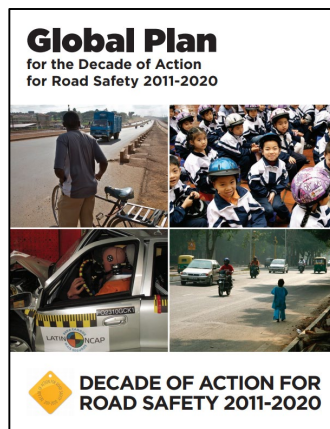
[without reference to a Main Committee (A/72/L.48 and A/72/L.48/Add.1)]

72/271. Improving global road safety

6. *Reaffirms* the role and importance of the United Nations legal instruments on road safety, such as the 1949 Convention on Road Traffic,⁷ the 1968 Convention on Road Traffic,⁸ the 1968 Convention on Road Signs and Signals,⁹ the 1958 and 1998 agreements on technical vehicle regulations, the 1997 agreement on periodic technical inspection of vehicles and the 1957 agreement on the transport of dangerous goods, in facilitating road safety at the global, regional and national levels, and commends Member States that have acceded to these international legal instruments on road safety;

7. *Encourages* Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety and, beyond accession, applying, implementing and promoting their provisions or safety regulations;

Why to accede to UN road safety conventions?



Pillar 1: Road safety management

Adhere to and/or fully implement UN legal instruments and encourage the creation of regional road safety instruments. Encourage the creation of multi-sectoral partnerships and designation of lead agencies with the capacity to develop and lead the delivery of national road safety strategies, plans and targets, underpinned by the data collection and evidential research to assess countermeasure design and monitor implementation and effectiveness.

Activity 1: Adhere to and/or fully implement the major United Nations road safety related agreements and conventions; and encourage the creation of new regional instruments similar to the European Agreement concerning the Work of Crews of Vehicles engaged in International Road Transport (AETR), as required, including:

- Convention on Road Traffic, of 8 November 1968, aiming at facilitating international road traffic and at increasing road safety through the adoption of uniform road traffic rules;
- Convention on Road Signs and Signals, of 8 November 1968, setting up a set of commonly agreed road signs and signals;
- AETR, of 1 July 1970, to be used as a model the creation of regional legal instruments.

Why to accede to UN road safety conventions?

GLOBAL ROAD SAFETY PERFORMANCE TARGETS

TARGET 1 2020	TARGET 2 2030	TARGET 3 2030	TARGET 4 2030
Target 1: By 2020, all countries establish a comprehensive multisectoral national road safety action plan with time-bound targets.	Target 2: By 2030, all countries accede to one or more of the core road safety-related UN legal instruments.	Target 3: By 2030, all new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.	Target 4: By 2030, more than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.
TARGET 5 2030	TARGET 6 2030	TARGET 7 2030	TARGET 8 2030
Target 5: By 2030, 100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.	Target 6: By 2030, halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.	Target 7: By 2030, increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.	Target 8: By 2030, increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.
TARGET 9 2030	TARGET 10 2030	TARGET 11 2030	TARGET 12 2030
Target 9: By 2030, halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.	Target 10: By 2030, all countries have national laws to restrict or prohibit the use of mobile phones while driving.	Target 11: By 2030, all countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.	Target 12: By 2030, all countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care.

Legend:

- PILLAR 1: Road safety management
- PILLAR 2: Safer roads and mobility
- PILLAR 3: Safe vehicles
- PILLAR 4: Safe road users
- PILLAR 5: Post-crash response

Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. For more information: http://www.who.int/violence_injury_prevention/road_traffic/road-safety-targets/en/

*1949 Convention on road traffic; 1968 Convention on road traffic; 1968 Convention on road signs and signals; 1958 Agreement on UN Regulations for vehicle type-approval; 1997 Agreement on periodic technical inspection; 1998 Agreement on UN Global Technical Regulations on vehicle construction; 1957 Agreement on transport of dangerous goods by road.

Why to accede to UN road safety conventions?



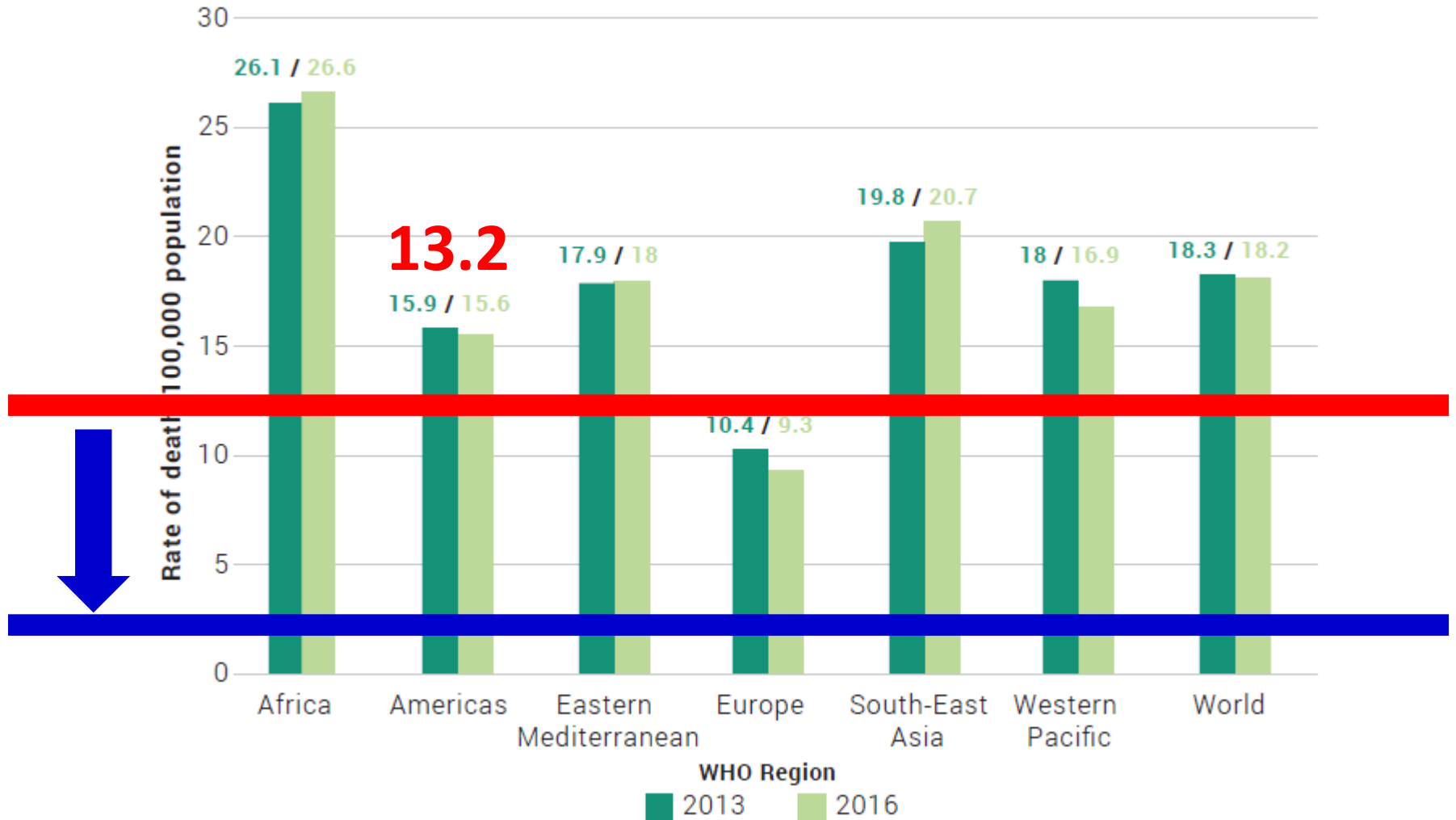
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Why to accede to UN road safety conventions?

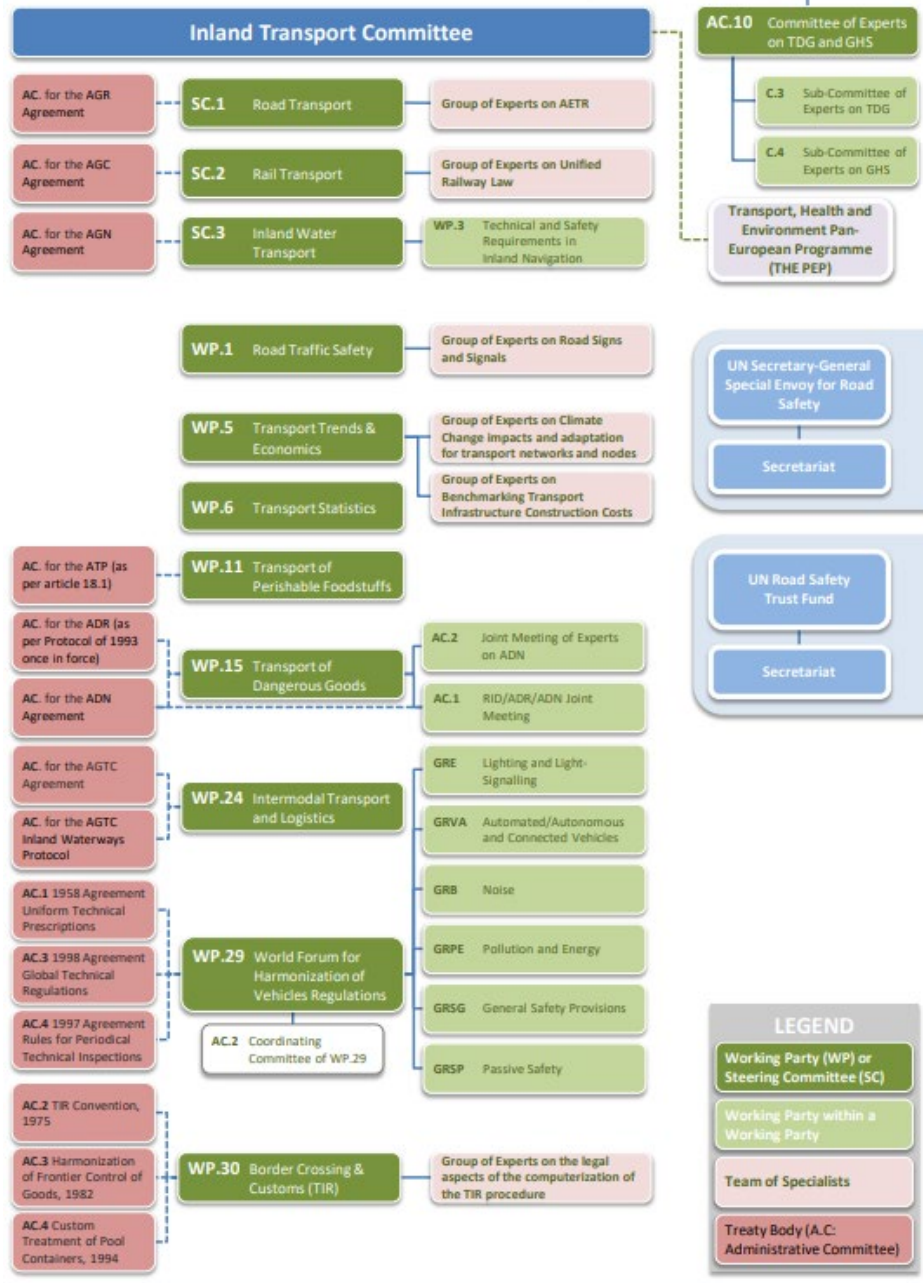


13.2

Why to accede to UN road safety conventions?



The role of UNECE ...



Manage ...

- **Strengthening national legal and regulatory frameworks on road safety**
- **Capacity-building projects, workshops, seminars and training courses aimed at assisting countries in acceding to and implementing UNECE legal instruments, norms and standards**

Promote ...



UNITED NATIONS ROAD SAFETY CONVENTIONS CONTRACTING PARTY STATUS

There are 58 United Nations legal instruments in the area of inland transport which are administered by the UNECE Inland Transport Committee as well as its working parties and treaty bodies. Of the 58 conventions, six road safety instruments are considered to be priorities for accession:

- 1 1968 Convention on Road Traffic
- 2 1968 Convention on Road Signs and Signals
- 3 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of These United Nations Regulations
- 4 1967 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles
- 5 1968 Agreement concerning the Establishment of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts
- 6 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)

The conventions serve as a foundation for states to build national legal frameworks which prevent death and injuries from road traffic crashes. Road safety governance is above all about the political will to create and carry out a national strategy and programme. The United Nations General Assembly resolutions on «improving global road safety» encourage of Member States to accede to the conventions and agreements.



(Traffic) rules





Where do we start?

Rules

... necessary, but insufficient



↑ मैदागिन 1.4 ← रथयात्रा 2.0 → विश्वनाथ मन्दिर 0.4
↑ काल भैरव मन्दिर 1.7 ↗ राजघाट 3.5 → विश्वनाथ मन्दिर 0.4
KAL BHAIRAV TEMPLE 1.7 ↗ RAJGHAT 3.5 → विश्वनाथ मन्दिर 0.4
DASHASHVMEGH GHAT 0.6
DASHASHVMEGH GHAT 0.6
प्राचीय खण्ड, लोक निर्माण विभाग, वाराणसी



Where do we start?

Rules

+

Implementation/Enforcement

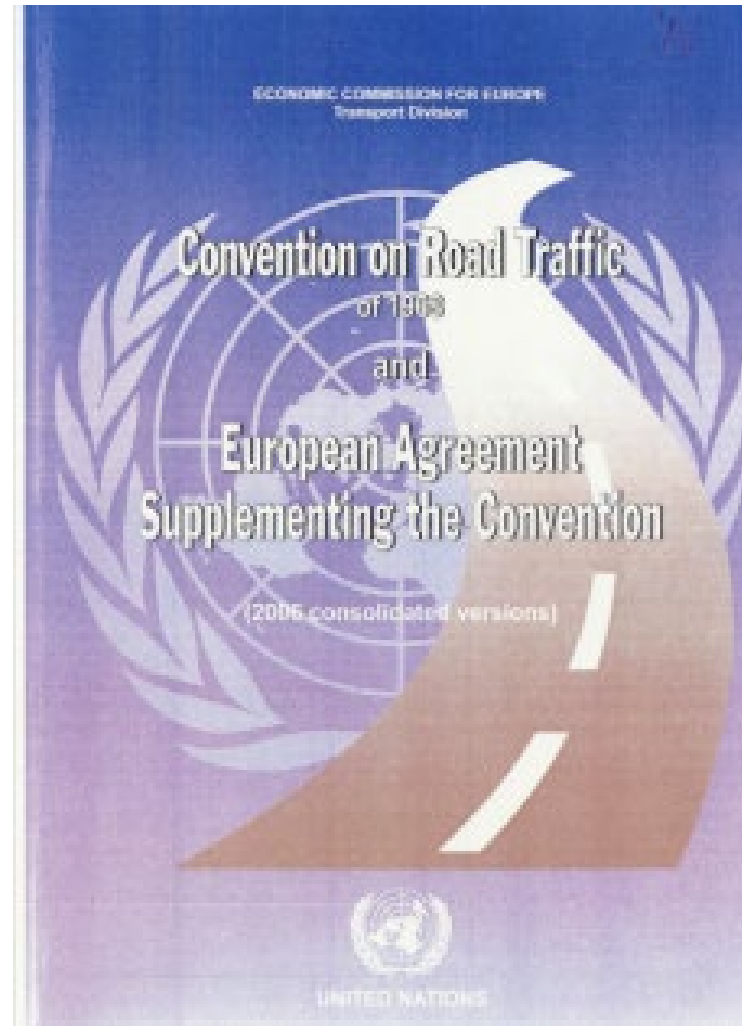
**... rules not implemented/enforced
are not rules**

International traffic rules

Why international traffic rules?

- **Harmonize from domestic to international**
- **Use international rules as reference to create domestic rules**

1968 Convention on Road Traffic



https://www.unece.org/fileadmin/DAM/trans/conventn/Conv_road_traffic_en.pdf

1968 Convention on Road Traffic



1968 Convention on Road Traffic



To facilitate **international road traffic**
and
to increase **road safety**
through
the adoption of **uniform traffic rules**

1968 Convention on Road Traffic



Chapters

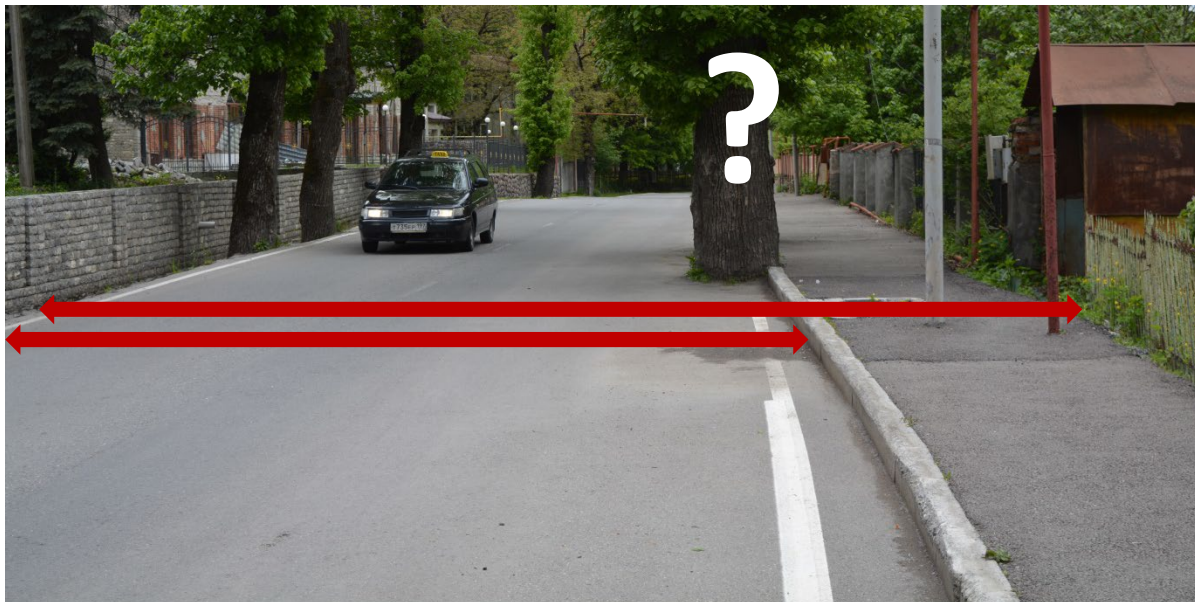
- 1. General provisions**
- 2. Rules of the road**
- 3. Conditions for the admission of motor vehicles and trailers to international traffic**
- 4. Drivers of motor vehicles**
- 5. Conditions for the admission of cycles and mopeds to international traffic**
- 6. Final provisions**

Annexes

- 1. Exceptions to the obligations to admit motor vehicles and trailers in international traffic**
- 2. Registration number and plate of motor vehicles and trailers in international traffic**
- 3. Distinguishing signs of motor vehicles and trailers in international traffic**
- 4. Identification marks of motor vehicles in international traffic**
- 5. Technical conditions concerning motor vehicles and trailers**
- 6. Domestic driving permit**
- 7. International driving permit**

Definitions

- **International traffic, road, carriageway, lane, intersection, level crossing, motorway, cycle, moped, motorcycle, motor vehicle, trailer, driver, mass ...**



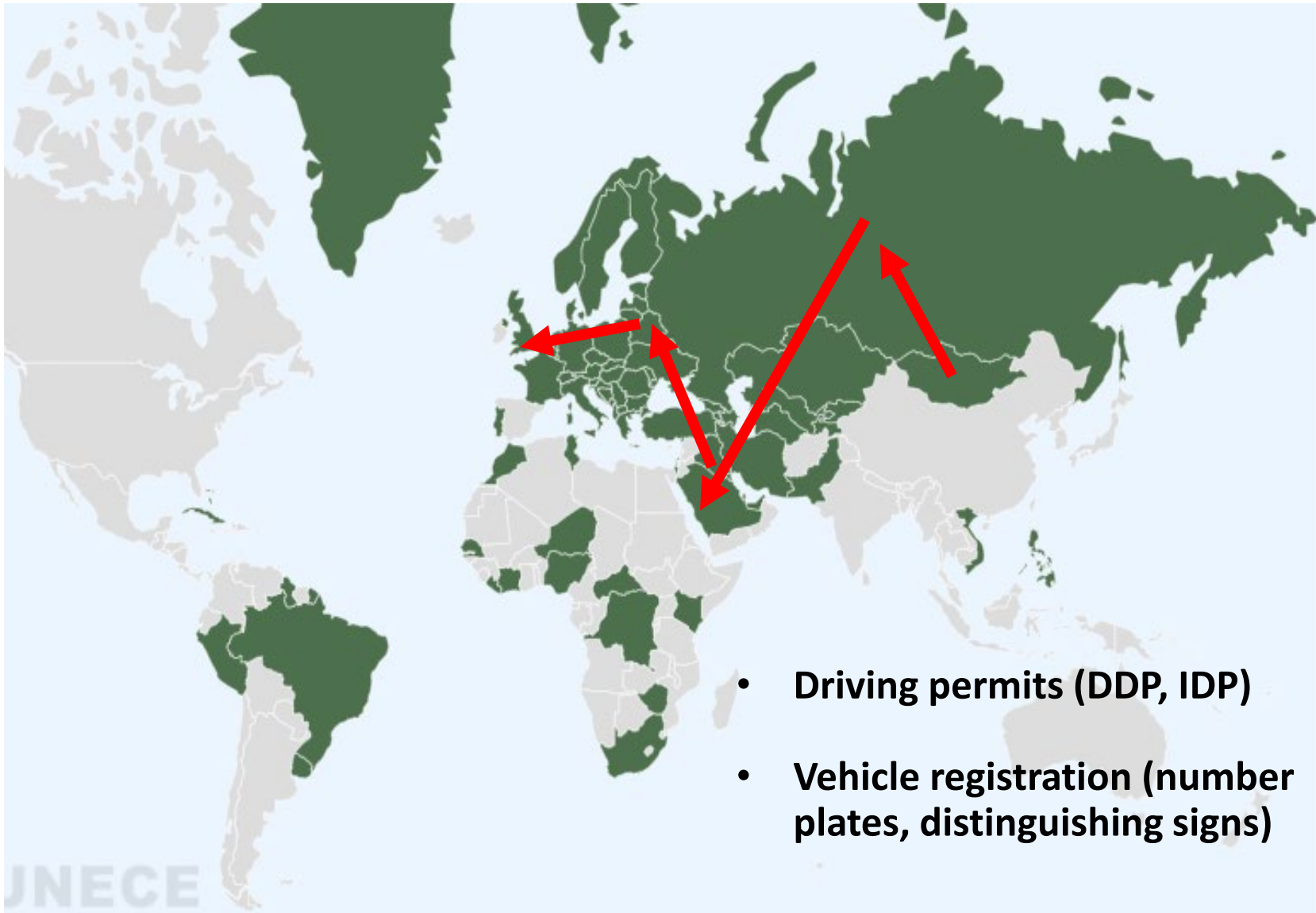
Obligations

- **To ensure that domestic rules of the road conform in substance to Chapter II**
- **No obligation to reproduce them all**
- **Additional (compatible) rules possible**

Obligations

To admit to their territories

- **motor vehicles and trailers (st. Chapter III)**
- **drivers (st. Chapter IV)**
- **recognize registration certificates (st. Chapter III)**
- **cycles and mopeds (st. Chapter V)**





- **Do not endanger persons or cause property damage**

**Seat belts:
most cost-effective road safety device**

FEWER DEATHS AND INJURIES

Chapter III: Conditions for the admission of motor vehicles and trailers to international traffic



- **Every vehicle shall be registered**
- **Registration certificate**

Chapter III: Conditions for the admission of motor vehicles and trailers to international traffic

- A** ■ A registration number;
 - B** ■ The date of first registration of the vehicle;
 - C** ■ The full name and home address of the holder of the certificate;
 - D** ■ The name or the trademark of the maker of the vehicle;
 - E** ■ The serial number of the chassis (the maker's production or serial number);
 - F** ■ In the case of a vehicle intended for the carriage of goods, the permissible maximum mass;
 - G** ■ In the case of a vehicle intended for the carriage of goods, the unladen mass;
 - H** ■ The period of validity, if not unlimited.
-
- The particulars entered in the certificate shall be in Latin characters or be repeated in that form.

Chapter III: Conditions for the admission of motor vehicles and trailers to international traffic

- Every motor vehicle shall display its registration number at the front and the rear
- Except motorcycles
- The composition and the manner of displaying (Annex 2)



- **Every driver of a motor vehicle must hold a driving permit**
- **Driving permits issued only after verification that the driver possesses the required knowledge and skills**
- **CPs to recognize driving permits conforming to Annexes 6 and 7 and issued by other CPs**
- **Domestic and international driving permit models (Annexes 6 and 7)**

Chapter V: Conditions for the admission of cycles and mopeds to international traffic

Basic requirements: brakes, bell, lights ...



- 1. Exceptions to the obligations to admit motor vehicles and trailers in international traffic**
- 2. Registration number and plate of motor vehicles and trailers in international traffic**
- 3. Distinguishing signs of motor vehicles and trailers in international traffic**
- 4. Identification marks of motor vehicles in international traffic**
- 5. Technical conditions concerning motor vehicles and trailers**
- 6. Domestic driving permit**
- 7. International driving permit**

Annex 1: Exceptions to the obligations to admit motor vehicles and trailers in international traffic

- **Mass or mass per axle or dimensions that exceed the limits fixed by domestic legislation**
- **Motorcycles with trailers, combinations of vehicles (a motor vehicle with several trailers), articulated vehicles for passenger transport**
- **Mopeds and motorcycles whose drivers (and passengers) are not equipped with helmets**



Annex 2: Registration number and plate of motor vehicles and trailers in international traffic

- Composed of numerals, of numerals and letters, and of letters (Arabic numerals, capital Latin letters)
- All other numerals or characters shall be repeated in Arabic numerals and in capital Latin letters
- Legible at a distance of 40m (except motorcycles)





Annex 3: Distinguishing signs of motor vehicles and trailers in international traffic

- One to three letters in capital Latin characters
- Displayed separately or incorporated into the registration plate
- Possible to supplement with the flag or emblem



J

JA



JAM

**UNITED NATIONS CONFERENCE
ON ROAD AND MOTOR TRANSPORT**

Geneva, 23 August — 19 September 1949

Final Act
Convention on Road Traffic
Protocol concerning Countries or Territories
at present occupied
Protocol on Road Signs and Signals
(including amendments that entered into force on 22 October 1964)

**CONFERENCE DES NATIONS UNIES
SUR LES TRANSPORTS ROUTIERS ET
LES TRANSPORTS AUTOMOBILES**

Genève, 23 août — 19 septembre 1949

Acte final
Convention sur la circulation routière
Protocole relatif aux pays ou territoires
présentement occupés
Protocole relatif à la signalisation routière
(comprenant les amendements entrés en vigueur le 22 octobre 1964)


**CONFERENCIA DE LAS NACIONES UNIDAS
SOBRE TRANSPORTE POR CARRETERA Y
TRANSPORTE POR VEHICULOS AUTOMOTORES**

Ginebra, 23 de agosto — 19 de septiembre de 1949

Acta final
Convención sobre la circulación por carretera
Protocolo relativo a los países o territorios
actualmente ocupados
Protocolo relativo a las señales de carreteras
(que comprende las enmiendas que entraron en vigor el 22 de octubre de 1964)



Lake Success, New York
1949

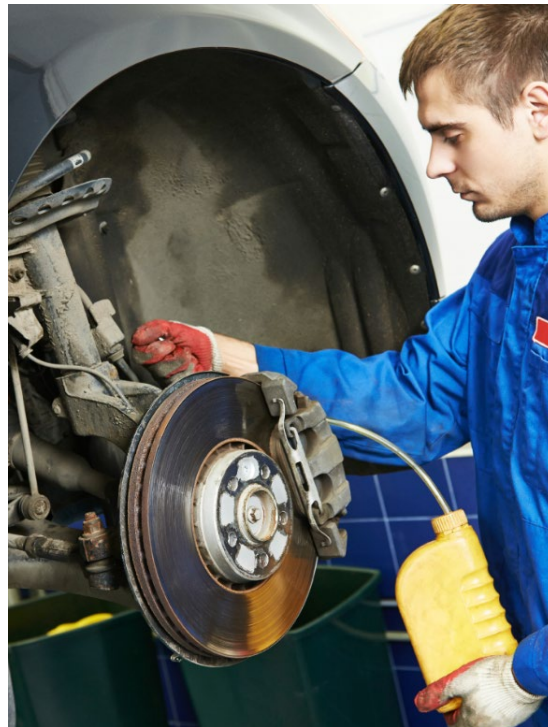


Italy	I
Ivory Coast	CI
Jamaica	JA
Japan	J
Jordan	HKJ

- **The name of the vehicle maker**
- **Production/serial number on the chassis or body**
- **The engine number (if placed)**
- **Mopeds: cylinder capacity**
- **Marks: accessible, easily legible, cannot be easily altered or removed**
- **In Latin characters, Arabic numerals (or repeated in that form)**
















- **Vehicles in international traffic must meet the technical requirements in the country of first registration**
- **Technical conditions: brakes, lights/light signalling, windscreen, speedometer, tires, rear view mirror, safety belts**



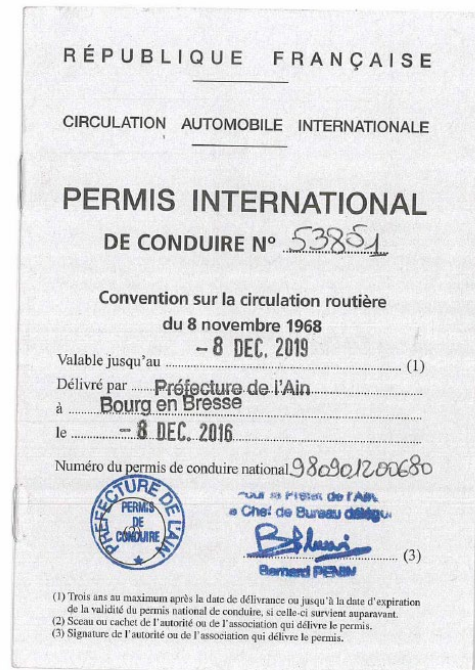
Annex 6: Domestic driving permit

- Takes the form of a document; plastic or paper; preferred colour pink; mandatory data elements (1-7, 9, 12), additional elements (4d, 8, 10, 11, 13, 14); items 1-7 preferably on one side
- In Latin characters
- Categories and sub-categories; additional ones possible

Category code/Pictogram		Subcategory code/Pictogram	
A		A1	
B		B1	
C		C1	
D		D1	
BE			
CE		C1E	
DE		D1E	

Annex 7: International driving permit

- A booklet, format A6, grey cover, white inside pages
- Languages: cover in domestic language, last two pages in French and others in at least English, Russian and Spanish



1968 Convention on Road Signs and Signals









International uniformity of road signs, signals and symbols and of road markings is necessary in order to facilitate international road traffic and to increase road safety

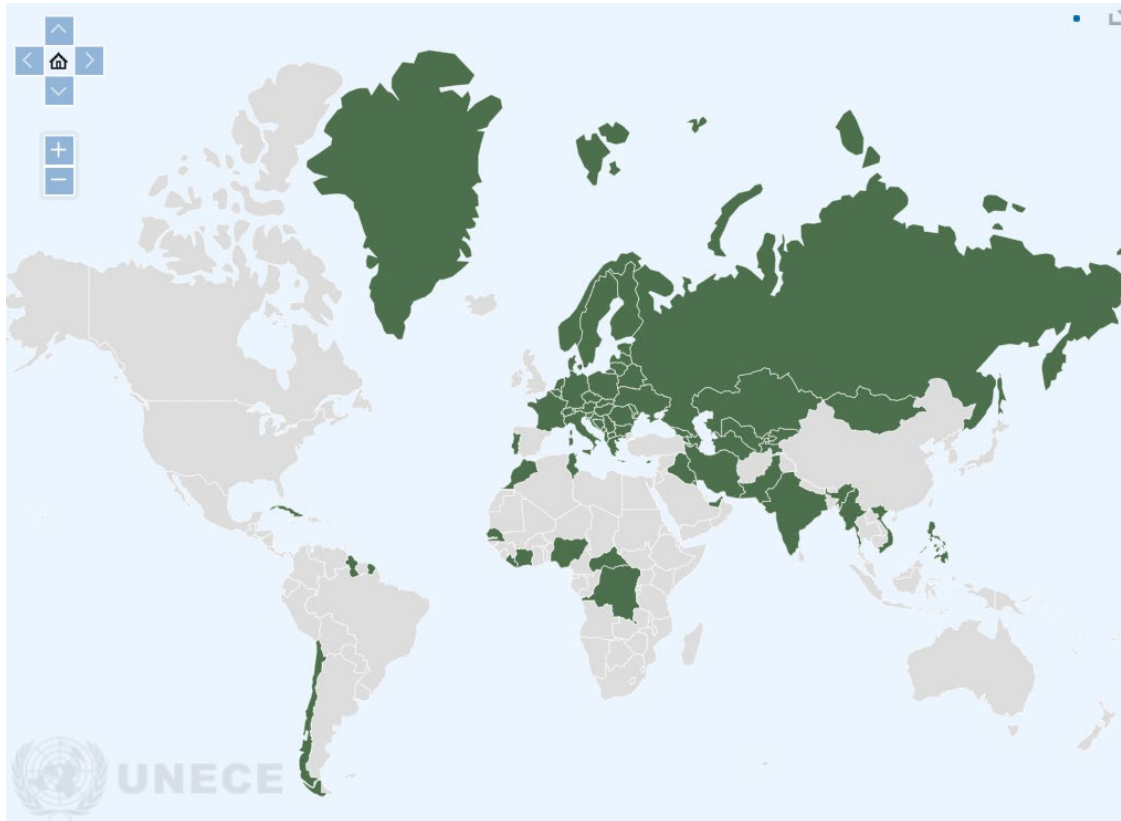


لمركبات الشرطة فقط
Police Vehicles Only





1968 Convention on Road Signs and Signals



67 Contracting Parties

1968 Convention on Road Signs and Signals

- **An international system of sign classification**
- **Over 250 reference signs**

- **The system of signs and signals prescribed in this Convention is based on the use of shapes, and colours characteristic of each class of sign and, wherever possible, on the use of graphic symbols rather than inscriptions.**



1968 Convention on Road Signs and Signals

Chapters:

- 1. General provisions**
- 2. Road signs**
- 3. Traffic light signals**
- 4. Road markings**
- 5. Miscellaneous**
- 6. Final provisions**

Annexes:

- 1. Road signs**
- 2. Road markings**
- 3. Reproduction of signs, symbols and panels of Annex 1**

Definitions

- International traffic, road, carriageway, lane, intersection, level crossing, motorway, cycle, moped, motorcycle, motor vehicle, trailer, driver, mass ...
- No definitions of «road sign», «symbol», «panel»...



Obligations

- **Accept the system of road signs, signals and symbols and road markings described herein and undertake to adopt it as soon as possible**
- **When a sign, symbol, marking conveys certain information – cannot use any other sign, symbol, marking to convey the same information**
- **When there is no sign, symbol, marking conveying certain information - a CP can use any sign, symbol, marking provided**
 - a. **it conforms to the system and**
 - b. **CP endeavours to secure a regional agreement**

Contracting Parties:

- **4 years to remove signs, symbols, markings with different meaning**
- **15 years to replace those signs, symbols, markings that do not conform to the Convention**
- **4 and 15 years after the date of entry into force**

Obligations

- No requirement to adopt all the signs, markings (adopt what is strictly necessary)



Obligations

- Prohibited to install any board, notice, device which might be confused with signs
- Prohibited to affix to a sign, its support, anything not related to its purpose



Chapter II: Road signs



The system differentiates between the following classes of road signs:

- Danger warning signs**

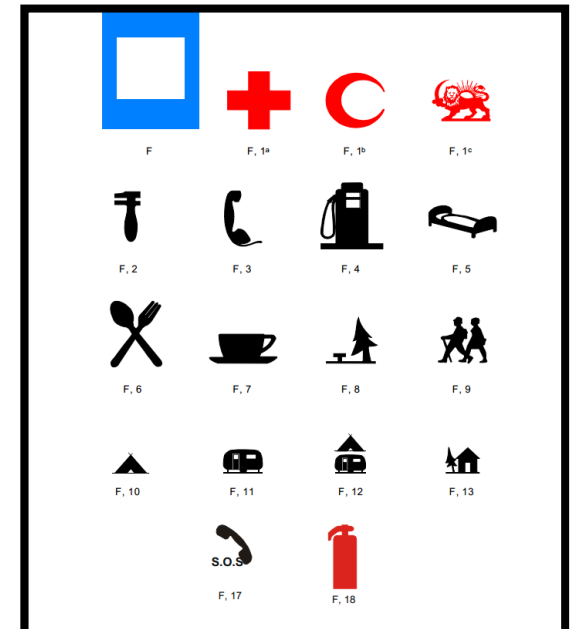
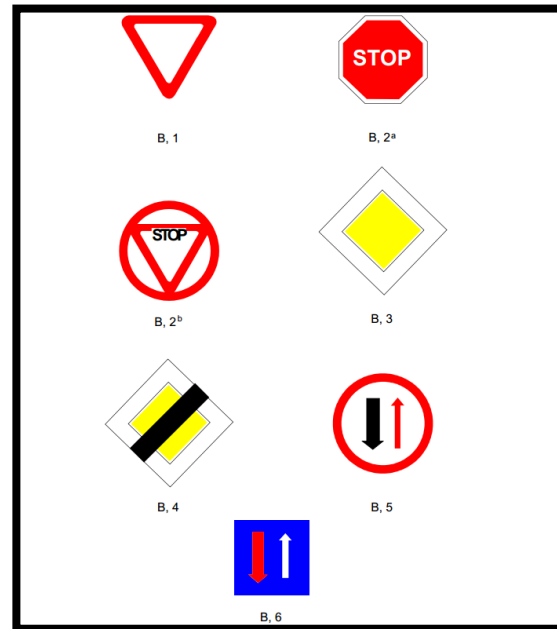
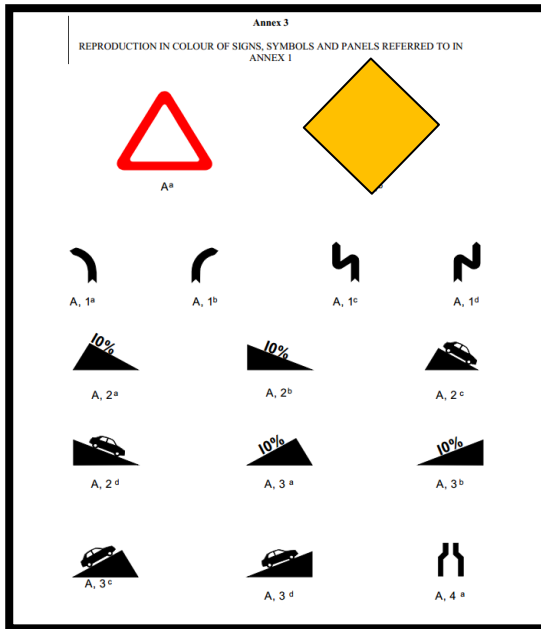
- Regulatory signs: inform road-users of special obligations, restrictions or prohibitions**
 - **Priority signs**
 - **Prohibitory or restrictive signs**
 - **Mandatory signs**
 - **Special regulation signs**

- Informative signs: guide road-users while they are travelling or to provide them with other information**
 - **Information, facilities or service signs**

 - **Direction, position or indication signs**
 - **Advance direction signs**
 - **Direction signs**
 - **Road identification signs**
 - **Place identification signs**
 - **Confirmatory signs**
 - **Indication signs**

 - **Additional panels**

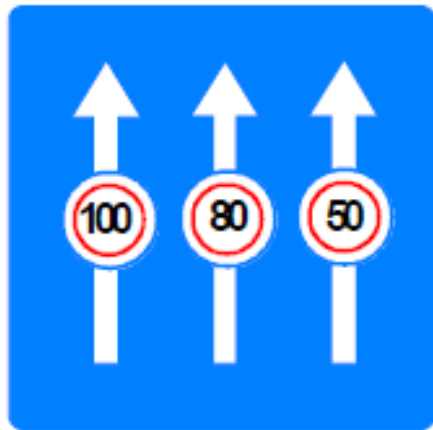
- Danger warning
- Regulatory
- Informative



- Signs shall be so placed that the drivers can recognize them easily and in time
- They shall normally be placed on the side of the road appropriate to the direction of traffic (may be placed or repeated above the carriageway)
- A sign shall be repeated above or on the other side of the carriageway if local conditions are such that it might not be seen in time



- All signs shall apply to the drivers for whom they are intended over the whole width of the carriageway open to traffic
- Signs may be made to apply to only one or to several lanes of the carriageway when lanes are defined by longitudinal markings.



E,1^c

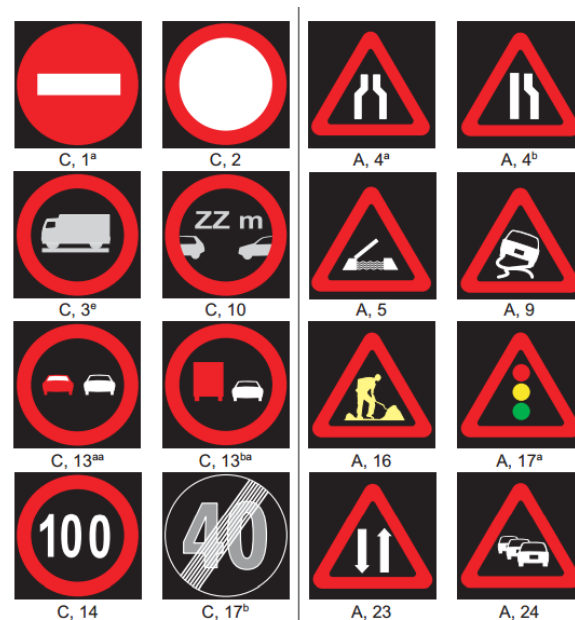


- **Dark or light graphic elements of different colours in the signs may be differentiated by means of contrasting light or dark narrow strips respectively**

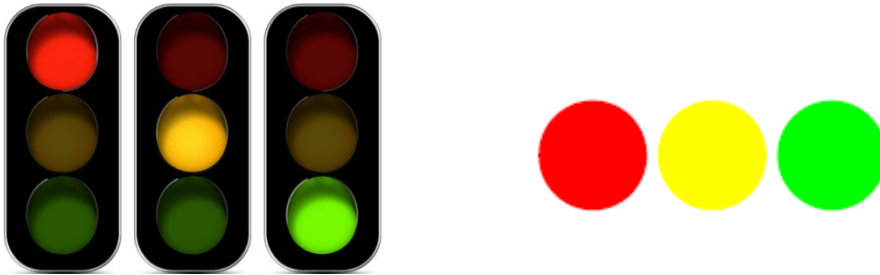


Chapter II: Road signs

- Nothing in this Convention shall prohibit the use of warnings or rules applying only at certain times of signs which are visible only when the information they convey is relevant
- Provided that no error of interpretation is possible, the prescribed dark-coloured signs or symbols may appear in a light colour, light-coloured backgrounds then being replaced by dark backgrounds. The red colour of the symbol of a sign and its border shall not be changed.



- ❑ **The only lights which may be used as light signals for regulating vehicle traffic, other than those intended solely for public transport vehicles ...**
- **Non-flashing lights**
- **Red, amber and green: position and meanings defined**



- **Flashing lights**
 - **One or two red lights (level crossings, swing bridges...)**
 - **One amber light (for not heavy traffic)**
 - **Additional green light with an arrow**
- **Placed before the intersection or in the middle of and above it; they may be repeated at the far side of the intersection and/or at the driver's eye level**

Chapter III: Traffic light signals

❑ Light signals for pedestrians ...

- **Flashing:**
 - Light signals of the (preferably) two colour system
 - Possible to use the three colour system
 - Red – (preferably) standing pedestrian, green – (preferably) walking pedestrian

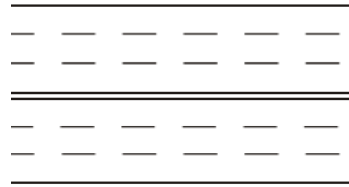
- **Non-flashing:**
 - Green light only

- **Always positioned vertically, red at the top...**

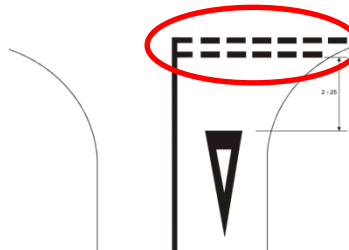


- **Road markings shall be used, when the competent authority considers it necessary, to regulate traffic or to warn or guide road-users**
- **They may be used either alone or in conjunction with other signs or signals to emphasize or clarify their meaning**

- **Longitudinal marking**



- **Transverse marking**



- **Other markings**



- **Colour of markings (white, yellow, blue for parking)**
- **Modification of markings for construction periods**

- **Signs for road works**

- **Marking by lights or reflecting devices**

- **Level crossings**
 - **Use/installation of lights and/or sound signals**
 - **Marking of level crossings, with or without gates**

Annexes:

- 1. Road signs**
- 2. Road markings**
- 3. Reproduction of signs, symbols and panels of Annex 1**

Examples from Jamaica

Jamaica

Population: 2 881 355 | Income group: Middle | Gross national income per capita: US\$ 4 660



INSTITUTIONAL FRAMEWORK

Lead agency	National Road Safety Council (NRSC)
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	< 300 deaths (By 2020)

SAFER ROADS AND MOBILITY

Audits or star rating required for new road infrastructure	Yes
Design standards for the safety of pedestrians / cyclists	Partial
Inspections / star rating of existing roads	Yes
Investments to upgrade high risk locations	No
Policies & investment in urban public transport	Yes

SAFER VEHICLES

Total registered vehicles for 2016	541 316
Cars and 4-wheeled light vehicles	418 945
Motorized 2- and 3-wheelers	14 090
Heavy trucks	107 815
Buses	— ^a
Other	466
Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No

SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	~ 48 km/h
Max rural speed limit	~ 80 km/h
Max motorway speed limit	No
Local authorities can modify limits	No
Enforcement	0 1 2 3 ④ 5 6 7 8 9 10
Predominant type of enforcement	Manual
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes ^c
Testing carried out in case of fatal crash	Some drivers tested
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	—
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Helmet fastening required	Yes
Helmet standard referred to and/or specified	Yes
Children passengers on motorcycles	Not restricted
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
Helmet wearing rate	6% Drivers, 2% Passengers ^d

Vehicle standards applied (UNECE WP.29)	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No
Motorcycle anti-lock braking system	No

POST-CRASH CARE

National emergency care access number	National, single number
Trauma registry	Some facilities
Formal certification for prehospital providers	No
National assessment of emergency care systems	No

DATA

Reported road traffic fatalities (2016)	379 ^b (84% M, 16% F)
WHO estimated road traffic fatalities (2016)	391
WHO estimated rate per 100 000 population (2016)	13.6

^a Buses are included under heavy trucks

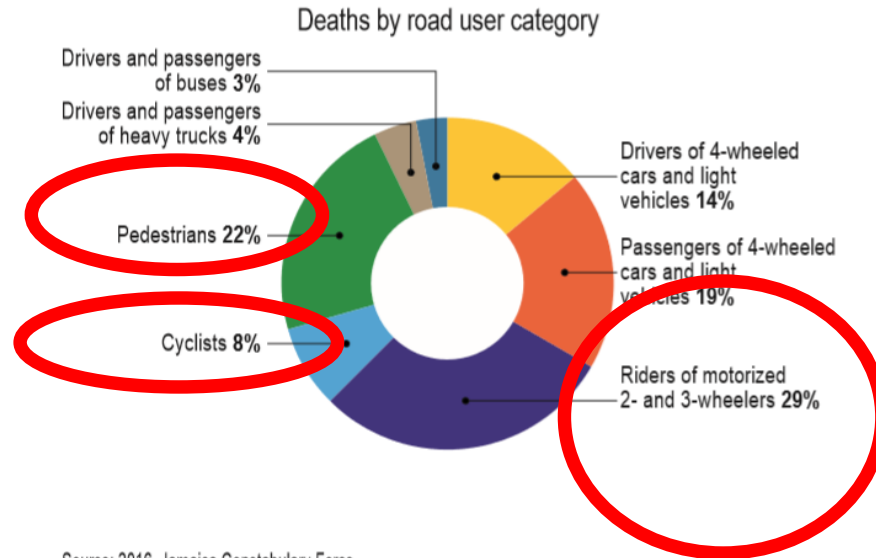
^b Jamaica Constabulary Force (JCF). Died within 30 days of crash

Helmet wearing rate	6% Drivers, 2% Passengers ^d
National seat-belt law	
Applies to front and rear seat occupants	Yes
Enforcement	0 1 2 ③ 4 5 6 7 8 9 10
Seat-belt wearing rate	54% Front seats ^d , 4% Rear seats ^d
National child restraint law	
Children seated in front seat	Not restricted
Child restraint required	— ^e
Child restraint standard referred to and/or specified	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	
Ban on hand-held mobile phone use	—
Ban on hands-free mobile phone use	—
National drug-driving law	
	Yes

^d Legislation requires probable cause to test drivers or commission of a traffic offence

^e 2008, Jamaica Health and Lifestyle Survey (refers to use always or most times)

^f The legislation refers to child restraint system for children but does not specify the age/height group covered by this obligation



Source: 2016, Jamaica Constabulary Force

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- **GDP growth/fleet size**
- **congestion**
- **males/youth**
- **public transport vs moto taxis**

- **fleet size (?)**
- **Helmets (standard?)**

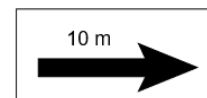
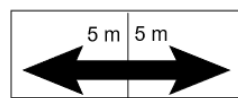
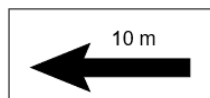


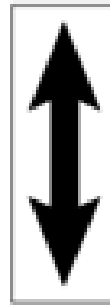












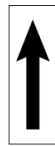
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H, 4^a



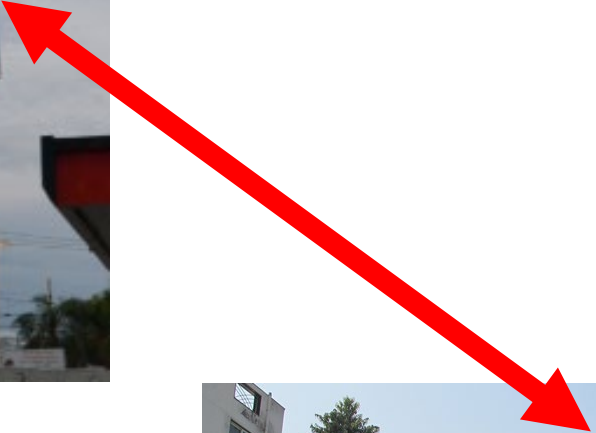
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H, 4^c













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