

# Legislation on key risk factors

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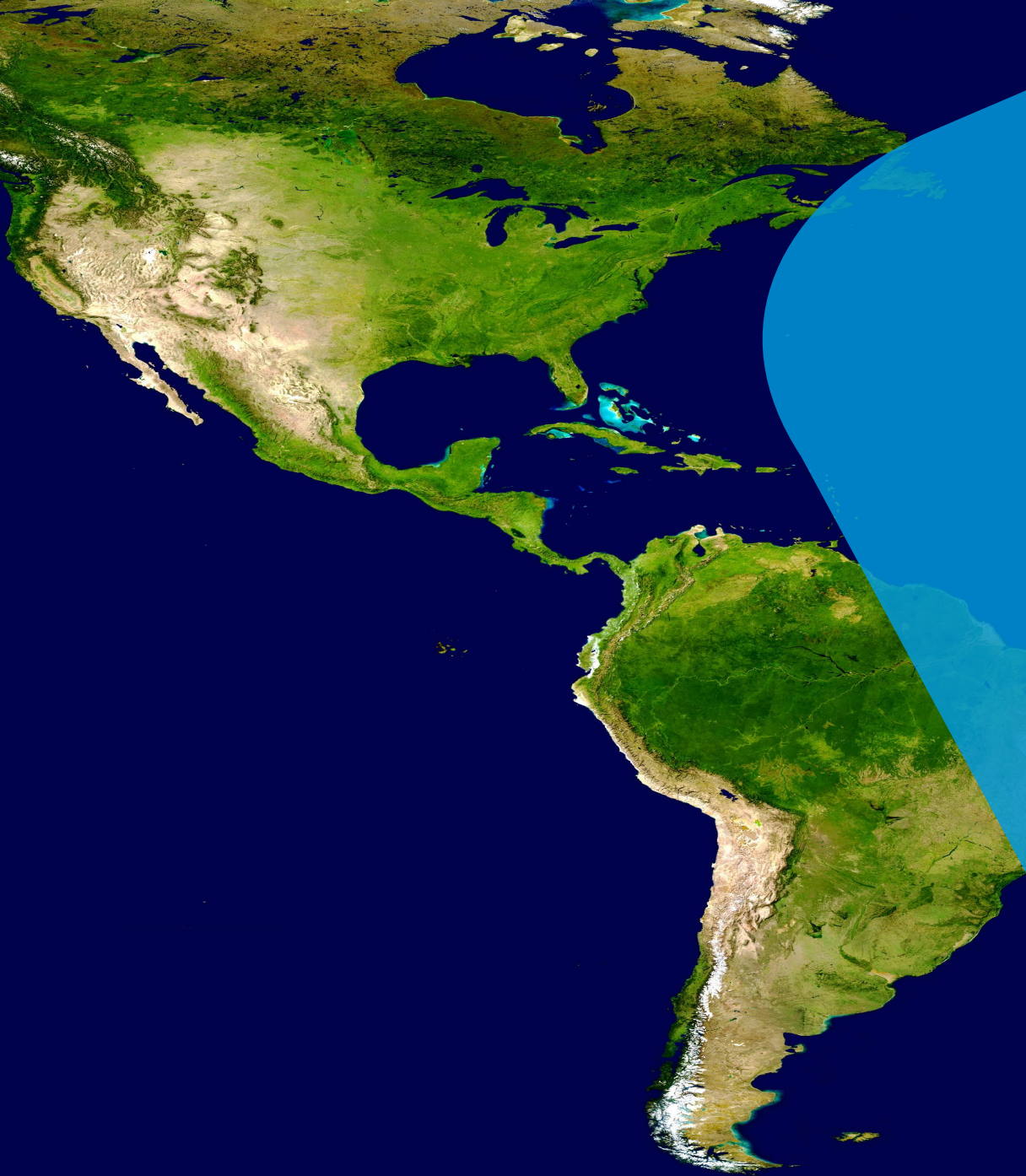
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# Contents



- Countries with laws meeting best-practice criteria in the Americas
- Status Report: Legislation key risk factors in the Caribbean Region
  - Legislation “Drink-Driving
  - Legislation “Speed”
  - Legislation “Motorcycle helmet use”
  - Legislation “Seat-belt use”
  - Legislation “Child restraint use”
  - Legislation “Other risk factors”: Distracted driving
- Save LIVES A road safety technical package
- Conclusions

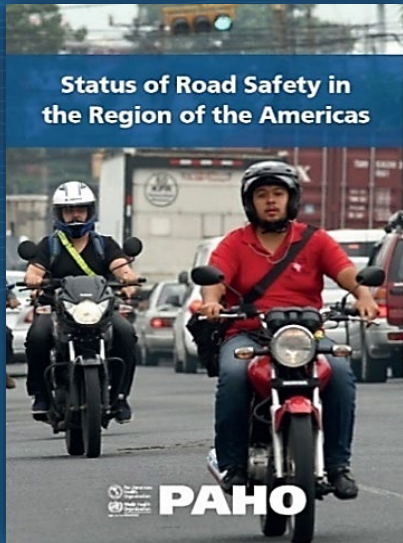




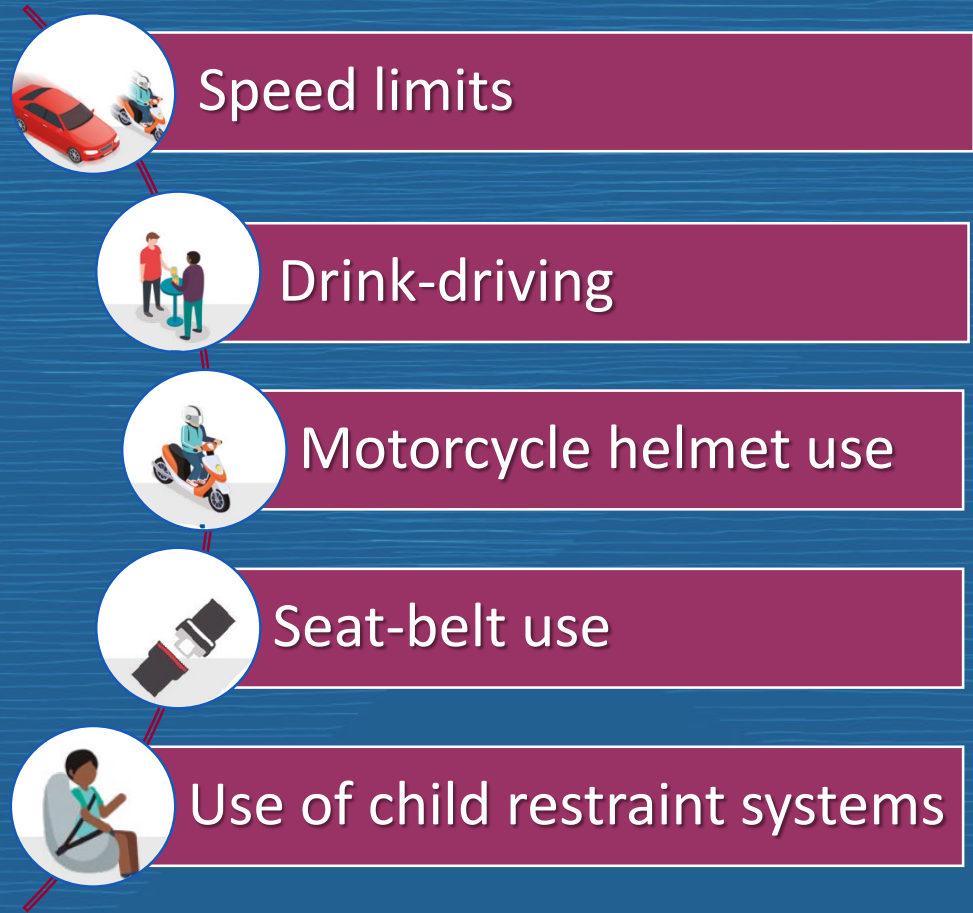
The enactment, implementation, and enforcement of **legislation on the key risk factors** have proven to be effective in reducing road traffic injuries and fatalities, but...

**What is the status of the laws on road safety in the Caribbean Region?**

# Status Report: Legislation on key risk factors in the Caribbean Region



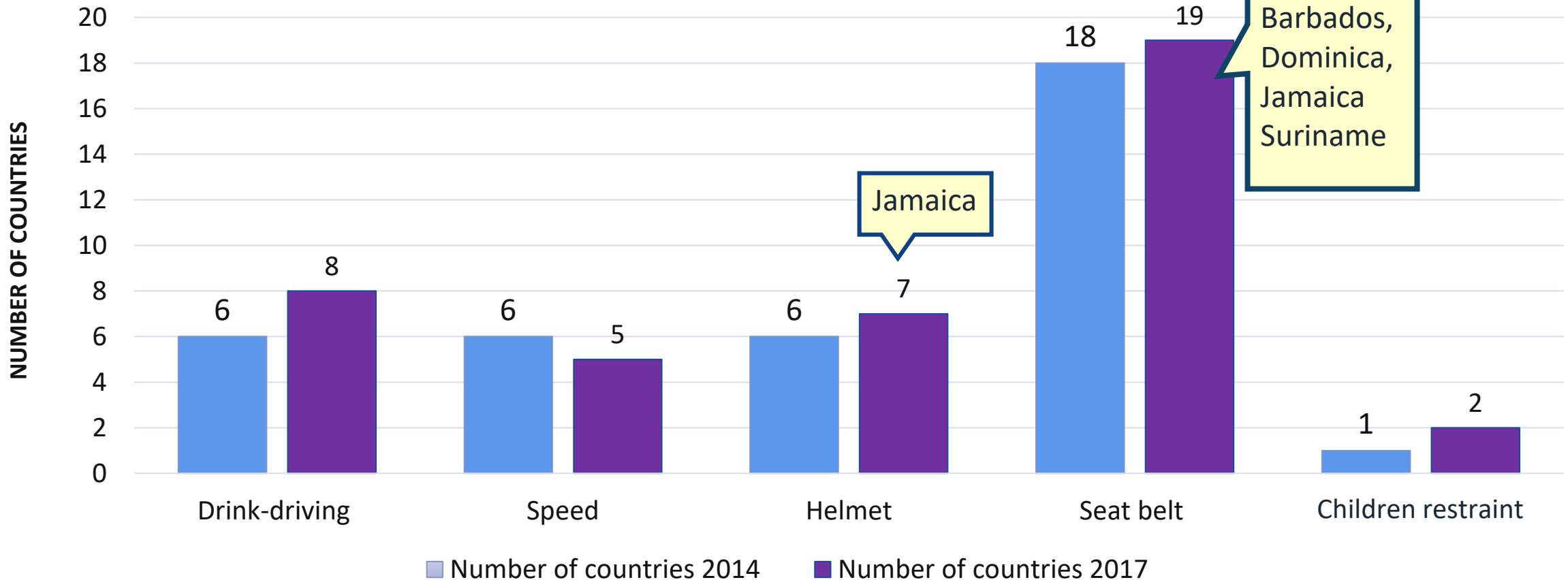
Reviewing legislation on five key risk factors from countries against best-practice criteria



**21 countries** in the Region of the Americas have laws that meet best practices for at least one of five key risk factors



# Countries with laws meeting best-practice criteria on five risk factors, Region of the Americas, 2014 and 2017





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# Legislation on speed



Effective speed management must be part of an integrated approach considering the protective quality of roads, roadsides, vehicles, and human tolerance thresholds for death and serious injuries (WHO, 2017).

Best-practice criteria on the **speed legislation**:

- The presence of a national speed limit law
- A maximum speed limit of 50 km/h on urban roads
- The ability of local authorities to modify national speed limits (to adapt to different contexts)

WHO (2017). *Save LIVES: a road safety technical package*.



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# Legislation on speed



Country	National speed limit law	Maximum default speed limit km/h			Enforcement
		Urban	Rural	Motorway	
Antigua and Barbuda	Yes	~32km/h <sup>a</sup>	~64km/h <sup>a</sup>	No	5
Barbados	Yes	80km/h <sup>b</sup>	80km/h <sup>b</sup>	80km/h <sup>b</sup>	4
Belize	Yes	~40km/h	~88km/h	~88km/h	4
Dominica	No	—	—	—	—
Grenada	Yes	~32km/h	~64km/h	No	6
Guyana	Yes	64km/h	64km/h	No	7
Jamaica	Yes	48km/h	80km/h	No	4
St Lucia	Yes	24km/h	24km/h	56km/h	0
Suriname	Yes	40km/h	80km/h	80km/h	5
Trinidad and Tobago	Yes	50km/h	80km/h	No	5

<sup>a</sup>Applies in the City of Saint John's and in designated "speed limit areas".

<sup>b</sup>Speed limit set per vehicle type with a maximum speed limit of 80 km/h for specified vehicles including private motor cars.

# Legislation on drink-driving



Reducing blood alcohol concentrations to 0.05 g/dl may contribute to a reduction of 6%–18% in alcohol-related road traffic fatalities (*Fell & Voas, 2006*).

## Best-practice criteria on **drink-driving legislation**:

- The presence of a national drink-driving law
- A BAC limit of  $\leq 0.05$  g/dl for the general population
- A BAC limit of  $\leq 0.02$  g/dl for young/novice drivers

*Fell & Voas (2006). The effectiveness of reducing illegal blood alcohol concentration (BAC) limits for driving: evidence for lowering the limit to .05 BAC.*





# Legislation on drink-driving



Country	National drinking-driving law	BAC limit general population g/dl	BAC limit young/novice drivers g/dl	Random breath testing carried out	Enforcement
Antigua and Barbuda	Yes	—	—	No	4
Barbados	Yes	0.08	0.08	Yes <sup>d</sup>	2
Belize	Yes	0.08	0.08	Yes <sup>d</sup>	3
Dominica	Yes	0.08	0.08	No	1
Grenada	Yes	—	—	No	2
Guyana	Yes	0.08	0.08	Yes <sup>e</sup>	6
Jamaica	Yes	0.08	0.08	Yes <sup>d</sup>	3
St Lucia	Yes	0.08	0.08	No	0
Suriname	Yes	0.05	0.05	Yes	5
Trinidad and Tobago	Yes	0.08	0.08	Yes <sup>e</sup>	6

<sup>d</sup> Legislation requires probable cause to test drivers or commission of a traffic offense.

<sup>e</sup> Legislation requires probable cause to test drivers.

# Legislation on motorcycle helmet use



Proper use of helmets reduce the risk of fatal injuries by 42% and risk of head injury by 69% (Liu et al. 2008).

## Best-practice criteria in **helmet laws**:

- Presence of a national motorcycle helmet law
- Law applies to all occupants (drivers and passengers)
- Law applies to all road types and engine types
- Law specifies that helmets must always be properly fastened
- Law refers to a national or international standard





# Legislation on motorcycle helmet use



Country	National motorcycle helmet law	Applies to driver	Applies to adult passengers	Children passengers on motorcycles	Enforcement
Antigua and Barbuda	No	–	–	Not restricted	–
Barbados	Yes	Yes	Yes	Not restricted	9
Belize	Yes	Yes	Yes	Not restricted	5
Dominica	No	–	–	Not restricted	–
Grenada	Yes	Yes	Yes	Not restricted	1
Guyana	No	–	–	Not restricted	–
Jamaica	Yes	Yes	Yes	Not restricted	2
St Lucia	Yes	Yes	Yes	Not restricted	2
Suriname	Yes	Yes	Yes	Not restricted	7
Trinidad and Tobago	Yes	Yes	Yes	Not restricted	9



# Legislation on seat-belt use



Wearing a seat-belt reduces the risk of death among drivers and front seat occupants by 45%–50%, and rear seat occupants by 25% (Elvik et al. 2009).

## Best-practice criteria in **seat-belt law**:

- Presence of a national seat-belt law
- Law applies to all occupants (front and rear passengers)





# Legislation on seat-belt use



Country	National seat-belt law	Seat-belt applies to			Enforcement
		Drivers	Front seat passengers	Rear seat passengers	
Antigua and Barbuda	No	–	–	–	–
Barbados	Yes	Yes	Yes	Yes	7
Belize	Yes	Yes	Yes	No	5
Dominica	Yes	Yes	Yes	Yes	1
Grenada	Yes	Yes	Yes	No	8
Guyana	Yes	Yes	Yes	No	8
Jamaica	Yes	Yes	Yes	Yes	3
St Lucia	Yes	Yes	Yes	No	7
Suriname	Yes	Yes	Yes	Yes	7
Trinidad and Tobago	Yes	Yes	Yes	No	8



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# Legislation on child restraint use



Use of a child at least 60% reduction in deaths (Jakobsson, 2005).

Best-practice criteria for **child restraints**:

- Presence of a national child restraint law
- Requirement for children to use a child restraint at least until 10 years old or 135 cm in height
- Restriction for children under a certain age or height from sitting in the front seat
- Reference to or specification of a standard for child restraints





# Legislation on child restraint use



Country	Child restraint systems law			Children seated in front seat	Enforcement
	National child restraint law	Child restraints required	Standard referred to and/or specified		
Antigua and Barbuda	No	–	–	Not restricted	–
Barbados	Yes	Up to 4yrs	Yes	Prohibited under 4yrs	4
Belize	No	–	–	Not restricted	–
Dominica	No	–	–	Not restricted	–
Grenada	No	–	–	Not restricted	–
Guyana	Yes	–	No	Not restricted	0
Jamaica	Yes	–	Yes	Not restricted	2
St Lucia	No	–	–	Not restricted	–
Suriname	Yes <sup>a</sup>	– <sup>a</sup>	No	Allowed in a child restraint	4
Trinidad and Tobago	Yes	Up to 5 yrs	Yes	Prohibited under 5yrs	3

<sup>a</sup> For children under 10 years, the legislation refers to the use of child restraint system (CRS) where available and appropriate, and specifies that in the absence of child restraint.

# Legislation on other risk factors: distracted driving



Talking on a telephone while driving increases the probability of being involved in a crash by four times.

This risk increases to approximately 23 times for texting while driving.

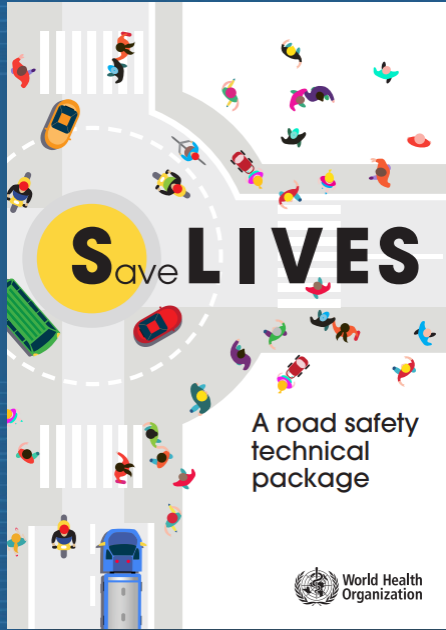
(Farmer et al. 2010)



# Legislation on other risk factors: distracted driving



Country	National mobile phone law	Applies to hand-held phone use	Applies to hands-free phone use	Any data on use of mobile phone while driving
Antigua and Barbuda	No	–	–	No
Barbados	Yes	Yes	No	No
Belize	No	–	–	No
Dominica	No	–	–	–
Grenada	No	–	–	No
Guyana	Yes	Yes	No	Yes
Jamaica	No	–	–	Yes
Mexico	No	No	No	Yes
St Lucia	Yes	No	No	No
Suriname	Yes	Yes	No	Yes
Trinidad and Tobago	Yes	Yes	No	Yes



Speed management



Leadership on road safety



Infrastructure design and improvement



Vehicle safety standards



Enforcement of traffic laws



Survival after a crash



# Conclusions



- The number of countries that meet best practice standards for road safety legislation and their enforcement remains low.
- Particular attention must be focused on strengthening speed control and alcohol reduction policies as well as drink-driving laws, to address these two major risk factors in road traffic crashes.
- Very few countries rated their road safety laws enforcement as “good” for speed limits, drink-driving, helmet use, seatbelts, and child restraints, highlighting the importance of enforcement of existing laws.

# Recomendations



- Enacting road safety legislation requires a **multisectoral approach**:
  - Cooperation and collaboration among different sectors (including but not limited to public health, transport, police, civil society, nongovernmental organizations).
- Promote a comprehensive road safety legislation—which incorporates evidence-based measures and strict and appropriate penalties, backed by consistent, sustained enforcement and public education—has been proven to reduce road traffic injuries and fatalities.
- Apply legislation based on evidence and paired with strong enforcement and public awareness through media campaigns has proven to be a cost-effective measure that positively changes the behavior of road users.
- Strengthen the capacity building in law enforcement.





Thank you for your  
attention

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