



Government of the Republic
of Trinidad and Tobago



NATIONAL ROAD SAFETY PLAN For Trinidad and Tobago (2020-2030)

MINISTRY OF WORKS AND TRANSPORT— AUGUST 2019

TABLE OF CONTENTS

Message from the Honorable Minister of Works and Transport	
Message from the Permanent Secretary of Works and Transport	
I.0 Introduction:	1
1.1 Purpose	2
1.2 Vision	2
2.0 National Road Safety Policy & Strategic Objectives	3
2.1 United Nation's Five Pillars for Road Safety	4 - 5
2.2 Strategic Objectives per Pillar	6 - 8
3.0 National Road Safety Work Plan 2020-2030	9
3.1 Agencies Engaged in Road Safety	10 - 11
3.2 Accomplishments 2011-2019	12 - 17
3.3 Work Plan 2020-2030	18 - 27



Message from the Honorable Minister of Works and Transport

It is my honour to present the National Road Safety Plan for Trinidad and Tobago 2020-2030. This plan will serve as the overarching platform upon which the Government, through its various implementing agencies, will continue to reduce road fatalities.

However, as much as we depend on travel to help us accomplish the tasks that lead to healthy and fulfilled lives, much too often, there is a dark side to the use of any road. Road traffic violence remains a threat to our wellbeing every day. The good news is that at the end of 2018, the statistics of road traffic deaths were the lowest since 1958.

Managing road safety should always remind us of the potential that the employees hold in bringing about positive change on the roads of Trinidad and Tobago. However, in spite of this good news, let us commit to never growing complacent in our efforts because low statistics are still an indication that lives are being lost. And the sad part is that behind every death is a value that can never be quantified, immeasurable pain and loss for the loved ones who remain. And today, I honour the courage of the family members present who have endured such loss. I commend you for using your powerful stories to help raise awareness regarding the importance of being safe on the roads.

We are fast approaching in great anticipation, the dawn of a new age in traffic management for Trinidad and Tobago. I refer here to the forthcoming amendments to the Motor Vehicle and Road Traffic Act that will soon be operationalized. This is not a quick fix solution either, but rather a multifaceted and holistic approach.

In the long run, this new way of managing all areas of transportation will place us on par with many countries in the developed world and ultimately make our roads safer spaces to navigate while driving, cycling and on foot.

I wholeheartedly believe that Trinidad and Tobago can achieve its ambition to attain zero road deaths because as the data on road safety demonstrates, all violent road incidents can be avoided. And now, as a result of your very hard work and dedication to realize a safer society, we will soon be amply equipped to fulfil this vision.

Message from the Permanent Secretary of the Ministry of Works and Transport



PERMANENT SECRETARY
Sonia Francis Yearwood

It was Winston Churchill who so aptly remarked that, “He who fails to plan, is planning to fail.” for an organization as the Ministry of Works and transport of 6,394 employees vested with sizable responsibility to manage coastal erosion, drainage, bridges, construction, roads and highways, traffic management, national transportation, ports and public transportation; a well devised plan of action is essential to our ultimate success. Over the recent months, our planning team has worked intently using an issue based on approach to rediscover who we are as an organization and pinpoint what we need to become, to best serve the nation. In this regard this Strategic plan outlines the most effective direction of how we achieve this transformation. All of these efforts now culminate in this five-year strategy that will help us to set priorities, focus energy and resources, strengthen operations, and ensure that employees and other stakeholders are working toward common goals.

While we have identified many hurdles to overcome, one of our greatest strengths remains our large cadre of staff with its wealth of institutional knowledge. The ministry intends to leverage this advantage holding firm to the belief that above all, good governance requires good people.

As we embark upon this new phase of implementation as an organization, I look forward to working with the Minister, Deputy permanent Secretaries, Chief Technical officers, Heads of Division/ Units, Agencies and staff of the Ministry of works and Transport for the advancement of our nation

1.0 Introduction

The Government of the Republic of Trinidad and Tobago (GORTT), through the Ministry of Works and Transport (MOWT) is desirous of developing a National Road Safety Plan for Trinidad and Tobago. This plan includes a National Road Safety Policy, strategic objectives and a National Road Safety Work Plan (2020-2030).

This plan is being drafted in accordance with the five (5) pillars as articulated in *United Nation's Global Plan for the Decade of Action for Road Safety 2011-2020*, namely -:

- Pillar 1: Road Safety Management
- Pillar 2: Safer Roads and Mobility
- Pillar 3: Safer Vehicles
- Pillar 4: Safer Road Users
- Pillar 5: Post-Crash Response.

It is noted that United Nations (UN) Resolution A/RES/64/255 mandated that all member states to commence the formulation and the implementation of intervention strategies to combat the number of road traffic fatalities and injuries globally. As a member of the UN, Trinidad & Tobago is obligated to action the resolution.

For the past twenty (20) years, Trinidad and Tobago has seen significant increases in the use of motor vehicles as a mode of choice by citizens. This rapid rise in vehicular ownership occurred without the concomitant expansion of the road infrastructure. As a result of this increase in vehicular ownership, road capacities were severely hampered, the demographics of motor vehicle drivers significantly changed and there were increased vehicular conflicts and accidents on the nation's roadways.



T&T ROAD SAFETY PLAN



In 2012, Trinidad and Tobago adopted the United Nations Global Plan for the Decade of Action for Road Safety 2011-2020. Since then, the previous Ministry of Transport and Ministry of Works and Infrastructure invested substantial resources towards reducing road carnage throughout Trinidad and Tobago. These investments were primarily directed towards improving the road infrastructure; however, investments were also directed to changing the driving culture, addressing the quality of vehicles on the roadways and also the nation's ability to respond to post-crashes.

Appendix A illustrates past activities and investments undertaken by Ministry of Works and Transport from 2011 to present day 2019.

**“Road sense is the
offspring of courtesy and
the parent of safety”**

1.1 Purpose

The Ministry of Works and Transport recognizes the importance of developing a National Road Safety Policy, strategic objectives and a Work Plan. The intent of the Ministry is to effectively manage road safety issues as a priority. This Policy and Plan will be that foundation upon which all other stakeholder agencies can use to guide their activities towards the reduction of serious and fatal Road Traffic Collisions (RTCs).

1.2 Vision

Our aim is to create a safe, efficient and intelligent road transportation network based upon the Safe Systems Approach to Road Safety harmony on the nation's roadways amongst all road users and reduce risks through education, engineering and enforcement.

The Government of Trinidad and Tobago is committed to utilizing the safe system approach to help create a safer road environment where no road user loses his life or suffers any permanent disability as a result of a collision on the road network (Figure 1).

“Safe Driving, Saves Lives.”



Figure 1

2.1 United Nation’s Five Pillars for Road Safety

The United Nations developed five (5) pillars with broad policies and associated activities for member states to adopt and implement where they see fit. These pillars are as follows:

The Ministry of Works and Transport intends to adopt the policies set out by the United Nations and peg all activities and work-plans to them (Figure 2).

PILLAR 1	PILLAR 2	PILLAR 3	PILLAR 4	PILLAR 5
Road Safety Management	Safer Roads and Mobility	Safer Vehicles	Safer Road Users	Post-Crash Response

Figure 2

Pillar 1: Road Safety Management

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.

Pillar 2: Safer Roads and Mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, bicyclists and motorcyclists). This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Pillar 3: Safer Vehicles

Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.

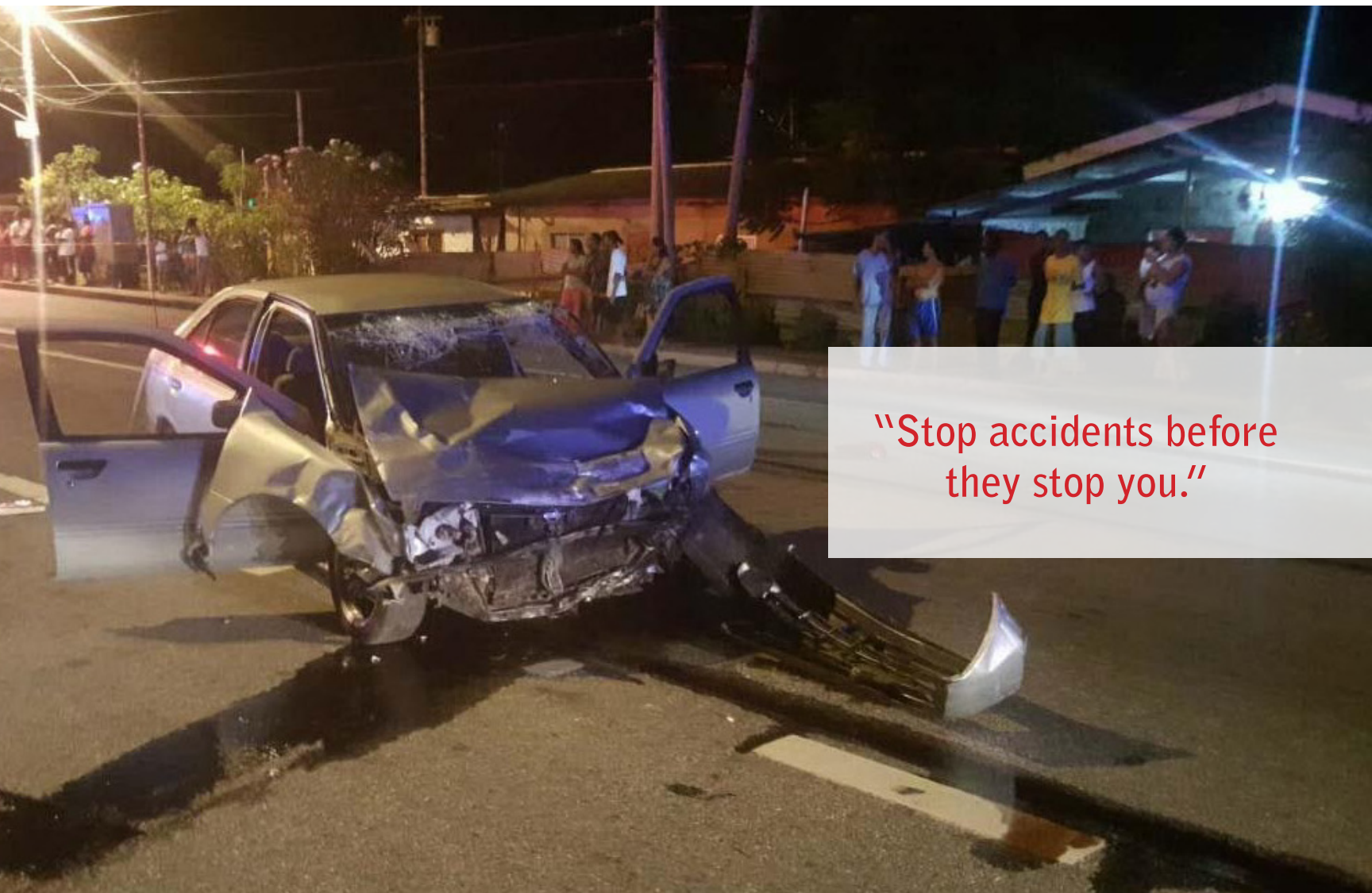
Pillar 4: Safer Road Users

Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk factors to reduce crash injuries.



Pillar 5: Post-Crash Response

Increase responsiveness to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims.



"Stop accidents before they stop you."

2.2 Strategic Objectives per Pillar

The Target of the National Road Safety Policy is to be achieved by introducing road safety measures through pursuit of the following strategic objectives. This Strategy aims to reduce the number of road fatalities and serious injuries per 100,000 population by 25% by 2030.



“Hug your kids at home,
but belt them in the car.”

Pillar 1: Road Safety Management

- Assess the problems, policies and institutional settings.
- Create or update the national road safety strategy and plan of action.
- Support the development of national capacity and international cooperation.
- 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;
- Advocate policy at all levels of government;
- Involve politicians in the vision/ strategy development;
- Mobilize community and public support;
- Encourage the active involvement of the private sector;
- Evaluate the delivery capabilities of various Government departments.
- Monitor and evaluate road safety initiatives

Pillar 2: Safer Roads and Mobility

- Improve the safety of all roads;
- Ensure that designers, planners and engineers accept and share responsibility for design, engineering, operation and maintenance of safer roads;
- Build on existing initiatives;
- Work with utility stakeholders to aggressively implement solar-based roadway lighting systems
- Improve road safety plans, policy and programs through research of safety outcomes;
- Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable.
- Incorporate safety-conscious planning, design, construction and operation of roads;
- Ensure high prioritization for quick repair to roadside safety infrastructure
- Continue investing in Road Safety.
- Develop five-star road
- Establish a system for data management and analysis; and black spot treatments.
- Aim to protect vulnerable road users via clear lane separations, lineage and signage

Pillar 3: Safer Vehicles

- Work with new and used car importers to set minimum safety features and crash star rating on vehicles entering the country
- Ensure the safety and integrity of all vehicles in the road network;
- Use new technology to reduce human error;
- Improve the availability in vehicles that uses technology that promotes or enhances road safety.
- Improve the inspection standards of vehicles;
- Develop a system of deregistration of vehicles when not up to required standard.
- Encourage universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of harmonization of relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies.
- Prepare standards for the inclusion of Autonomous Vehicles entering the Roadway System
- Take advantage of the growing market for road safety (Vehicles);
- Establish data management and analysis;



Pillar 4: Safer Road Users

- Improve all road users' behaviour;
- Use new technology to reduce human error and allow for sustained levels of enforcement and driver behavior monitoring;
- Improve equity among road users;
- Strengthen driver training and testing with special focus on commercial (Heavy Goods) and public service (Taxi) endorsements
- Improve driver's licensing systems;
- Reinforce road safety campaigns;
- Expand road safety education;
- Encourage alternatives to motor vehicle use.
- Empower Citizens to be a part of road safety.
- Ensure road users accept and share responsibility for safer roads through good decisions, trip planning, smarter choices and maintaining good personal health;
- Undertake targeted Enforcement and Sanctions;
- Develop comprehensive programmes to improve road user behaviour. Sustained or increased enforcement of laws and standards, combined with public awareness/ education to increase seat-belt and helmet wearing rates, and to reduce drink-driving, speed and other risk

factors;

- Ensure Law Enforcement officers have the necessary training, equipment and technology for sustaining enforcement efforts
- Develop five-star road users, in five star vehicles, driving at five-star speeds
- Establish data management and analysis;
- Establishing performance indicators

Pillar 5: Post Crash Response

- Improve access to quality trauma, medical and retrieval emergency services.
- Increase response capabilities and capacity to post-crash emergencies and improve the ability of health and other systems to provide appropriate emergency treatment and longer term rehabilitation for crash victims
- Ensure First Responders have the necessary training and equipment to international standards
- Establish a National Injury Surveillance Unit within the Ministry of Health for data management and analysis;



**"Stay Alive
Think and Drive."**

3.0 National Road Safety Work Plan 2020-2030

The Ministry of Works and Transport has identified having an “Effective High Quality Infrastructure and Transport Systems” as a strategic theme because it is essential to the achievement of its strategic goals and objectives.

An integrated, multi-modal transport and transit system is crucial to the achievement of sustainable development. The increased use of appropriate Information Communication and Technology (ICT) systems will also facilitate the implementation of these inter-modal solutions.

The Ministry of Works and Transport along with many other Government Agencies play a pivotal role in the establishment, maintenance and upgrade of the country’s

road safety infrastructure such as signs, bridges, roads, walkovers, pavement markings, barrier systems, hospitals, fire service equipment, police enforcement systems and education. Agency interoperability will be a key feature of this proposed system of roadway safety management.

At present, there are numerous agencies and departments in the government service whose daily activities are directly involved in enhancing road safety through various initiatives. These agencies, by Pillar, are listed in the following section.



3.1 Agencies Engaged in Road Safety

Pillar 1: Road Safety Management

PUBLIC SECTOR

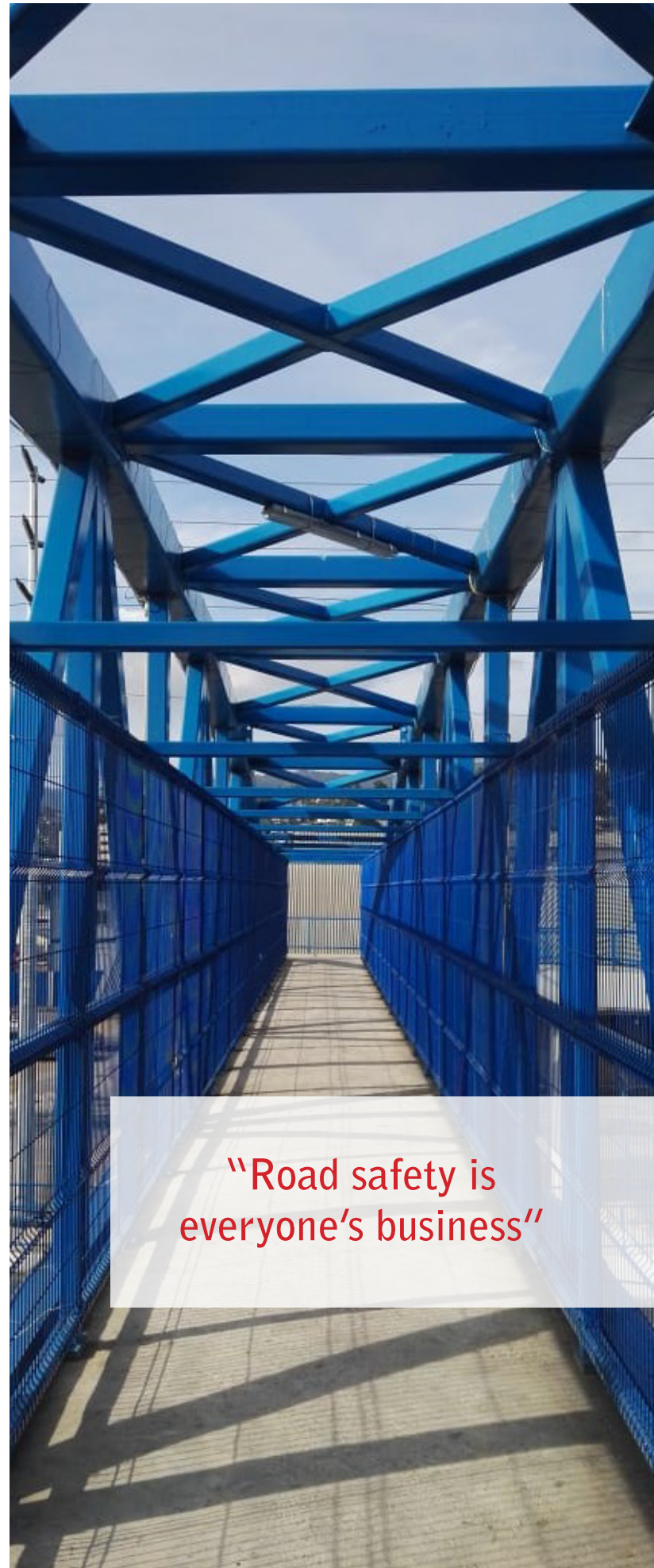
- Ministry of Works and Transport
- Ministry of Local Government
- Ministry of Health
- TRHAs
- GRMTT
- Ministry of Finance
- Ministry of Communications
- Ministry of Planning:
 - Town and Country Planning Division
- Ministry of Trade and Investments
- Bureau of Standards
- Ministry of Education
- Ministry of Social Services
- Ministry of National Security
- Trinidad and Tobago Police Service
- Trinidad and Tobago Fire Service

PRIVATE SECTOR

- TT Automobile Association
- Association of TT Insurance Companies
- National Alcohol and Drug Abuse Prevention
- Maxi & Taxi Associations
- University of West Indies/University of Trinidad and Tobago.
- Media Houses
- Automobile Dealers Associations
- Arrive Alive

Pillar 2: Safer Roads and Mobility

- The Traffic Management Branch, MOW ;
- The Highways Division, MOWT;
- PURE Unit, MOWT;
- Bridges Landslips and Traffic Management, MOW ;
- Regional Corporation Bodies;



“Road safety is everyone’s business”

Pillar 3: Safer Vehicles

- Transport Division, MOWT
- The Legal Services Unit, MOWT;
- Attorney General's Office
- Office of the DP
- Trinidad and Tobago Police Service, Ministry of National Security;
- Bureau of Standards, the Ministry of Trade and Industry;

Pillar 4: Safer Drivers and Other Road Users

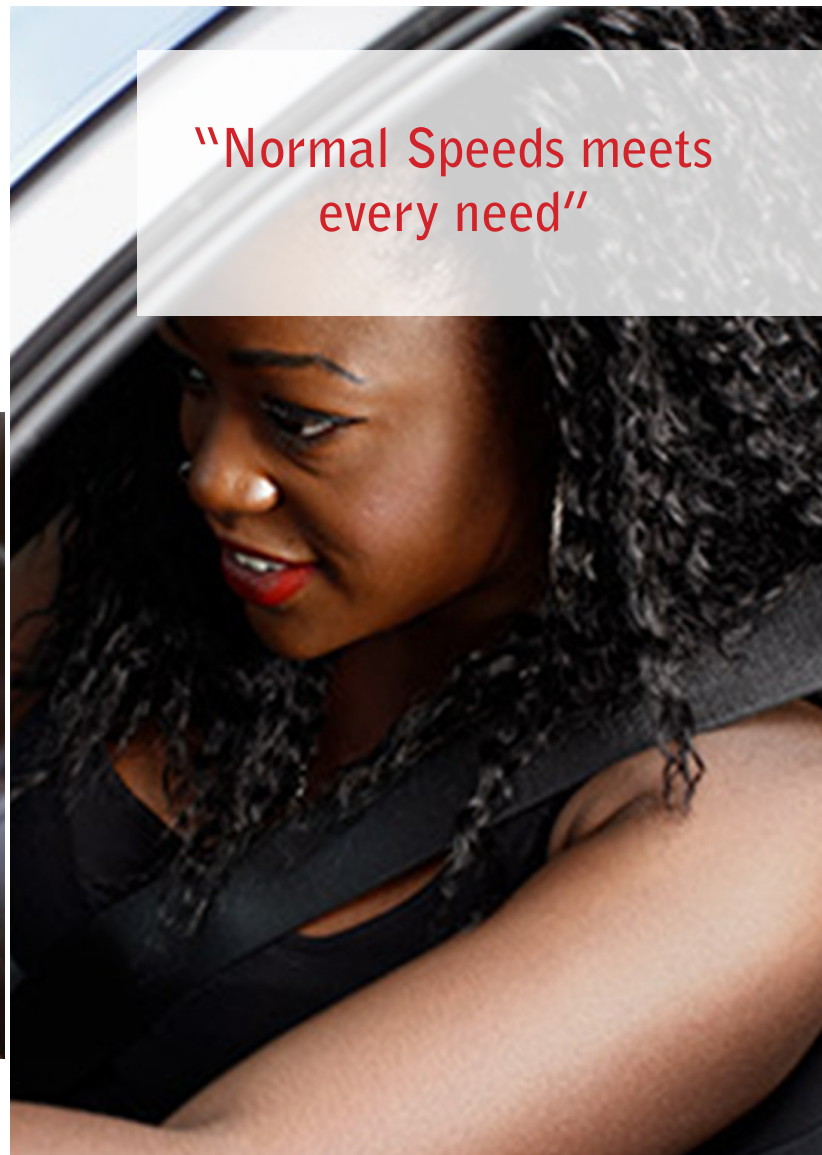
- Transport Division, MOWT
- The Legal Services Unit, MOWT;
- Office Attorney General ;
- Office of the DPP
- Trinidad and Tobago Police Service, Ministry of National Security;
- Bureau of Standards, the Ministry of Trade and Industry;

Pillar 5: Post Crash Response

- Trinidad and Tobago Police Service, Ministry of National Security;
- Trinidad and Tobago Fire Service, Ministry of National Security;
- Regional Health Authorities, Ministry of Health;
- Traffic Management Branch, MOW ;
- Highways Division, MOWT;
- Ministry of Social Development;



"Normal Speeds meets
every need"



3.2 Accomplishments 2011-2019

In 2018, the government of Trinidad and Tobago was able to achieve the lowest road fatality figures since 1958. Even though the country has achieved remarkable figures in 2018, statistical data put forward by the police service (TTPS) revealed that 2311 people were arrested and charged with Driving Under the Influence (DUI) offences (figure 3), 68,956 drivers received Fixed Penalty Notices (Traffic Tickets—Figure 4) for various traffic violations and a total of 38,078 Fixed Penalty Notices for speed limit violations (speeding tickets) were issued to drivers on our

Nation’s roads. This data shows, that enforcement activities are satisfactory, however, more emphasis may have to be placed on public education to continuously change driver behaviour in Trinidad and Tobago. Figure 3 also illustrates that in 2015 there was a significant increase in DUI arrests. This increase can be attributed to the introduction of the Breathalyzers. After 2016, there has been a reduction in the number of arrests which may relate to a change in driver behaviour.

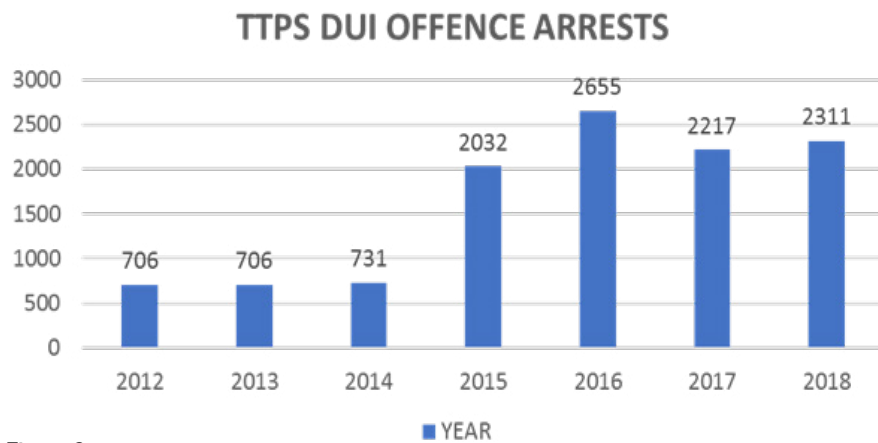


Figure 3

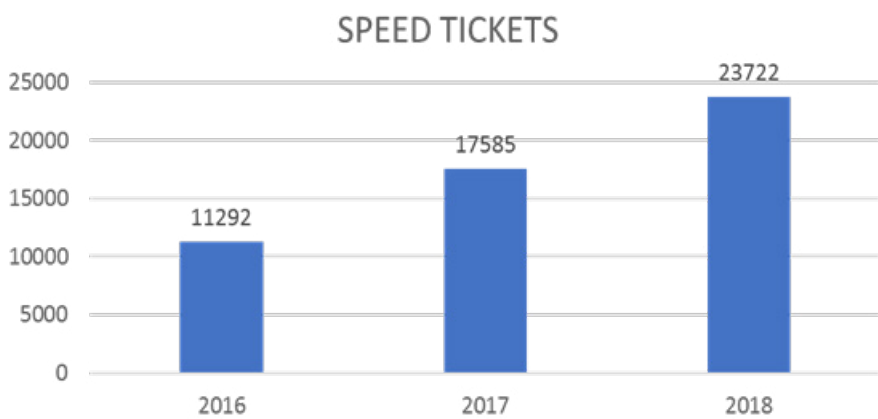


Figure 4 :Speeding Tickets Issued 2016-2018

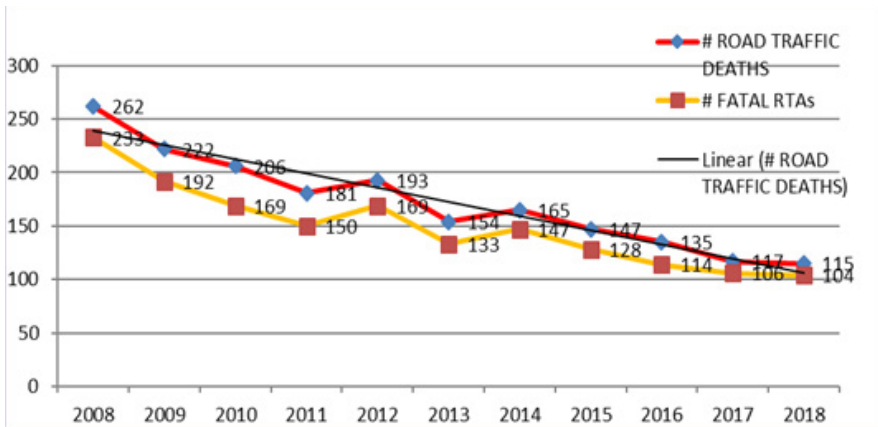
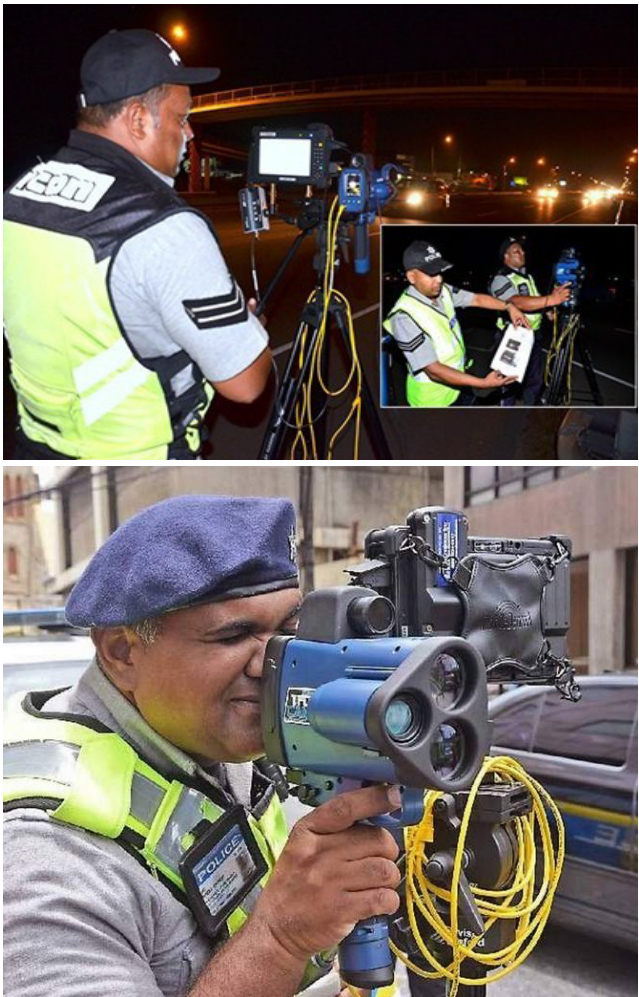


Figure 5: Linear graph showing Road Traffic Deaths and Fatal RTAs 2008-2018



“Normal Speeds meets every need”

Pillar 1: Road Safety Management Accomplishments

In 2011, the GoRTT established the National Road Safety Council (NRSC) as the lead agency pertaining to road traffic safety and to hold the key responsibility for developing policy and coordination with inter-agency and multi-sector stakeholders with a shared goal for reducing road traffic related incidents.



Pillar 2: Safer Roads & Mobility Accomplishments

During this period 2011-2019, the Government of the Republic of Trinidad and Tobago invested approximately \$40M USD towards road safety related projects.

- Pedestrian Facilities
 - Pedestrian Bridges—5
 - Pedestrian Crossings—130
 - Accessible Pedestrian Signals—15
- Traffic Signals—20 New Intersection
- Police Bays—5 Installations
- Uninterrupted Power Supply for Traffic Signals—33 new Installations
- Barrier Systems:
 - Guard Rails—720M
 - Cable Barriers—40KM
 - New Jersey Barriers—4 Locations
 - Pavement Markings—1500KM
 - Road Rehabilitations—20.2KM



"The best drivers are aware that they must be beware"



Pillar 3: Safe Vehicles Accomplishments

In 2015, the GoRTT reduced the allowable age for the importation of foreign used vehicles from 5 years to 4 years old. This reduction in age improved the quality of vehicle entering the country with safety features that enhances safety to the driver. Some of the features that are guaranteed with newer vehicles are: Anti-lock braking systems, forward collision warning, automatic emergency braking, adaptive cruise control, blind-spot warning and lane departure warning, just to name a few.

In 2017, the GoRTT introduced additional vehicle testing centres and increased resources for the enforcement of vehicle testing and regulations. These two initiatives made it more accessible for motorists to gain inspections for their vehicles thus facilitating safer vehicles operating on the roadways. Additionally, enforcement of vehicle standards have significantly improved since the increased resources.

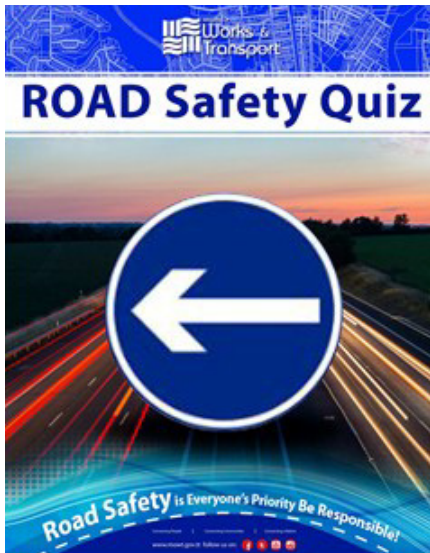


**"Safety is not automatic,
think about it."**

Pillar 4: Safer Road Users Accomplishments

Year	Number of Activities (Laws and Notable Investments)
2010	3 - Mobile Devices, Child Seats, Seatbelts etc.
2015	3 - Speed Measuring Devices, DUI
2016	3 – Fixed Penalty, Demerit Points, Red Light Enforcement

Year	No. Road Safety Programs	Examples
2017	12	Roundabout use, Traffic Violations and Fines, Road Safety Quizzes, Definitions of Road Traffic Signs, Pedestrian use etc.
2018	12	
2019	33	



Pillar 5: Post Crash Response Accomplishments

During this period 2011-2019, the GORTT undertook the following:

- Expansion of the Highways Patrol Fleet
- Expansion Victims Support Unit for the Trinidad and Tobago Police Service (TTPS)
- Use of improved chemical materials to clean roadway after fuel spills
- Purchase of additional Fire Service Equipment (Jaws of Life)
- Increase fleet of the Ambulances

“Normal Speeds meets every need”



PILLAR 1

Lead Council was in the process of becoming fully operationalized.



PILLAR 2

- Significant investments were made.
- Additional investments will be done.



PILLAR 3

- Relevant Policies and enforcements were done.
- This Pillar is still a work in progress



PILLAR 4

Strong legislative improvements were made throughout the years.

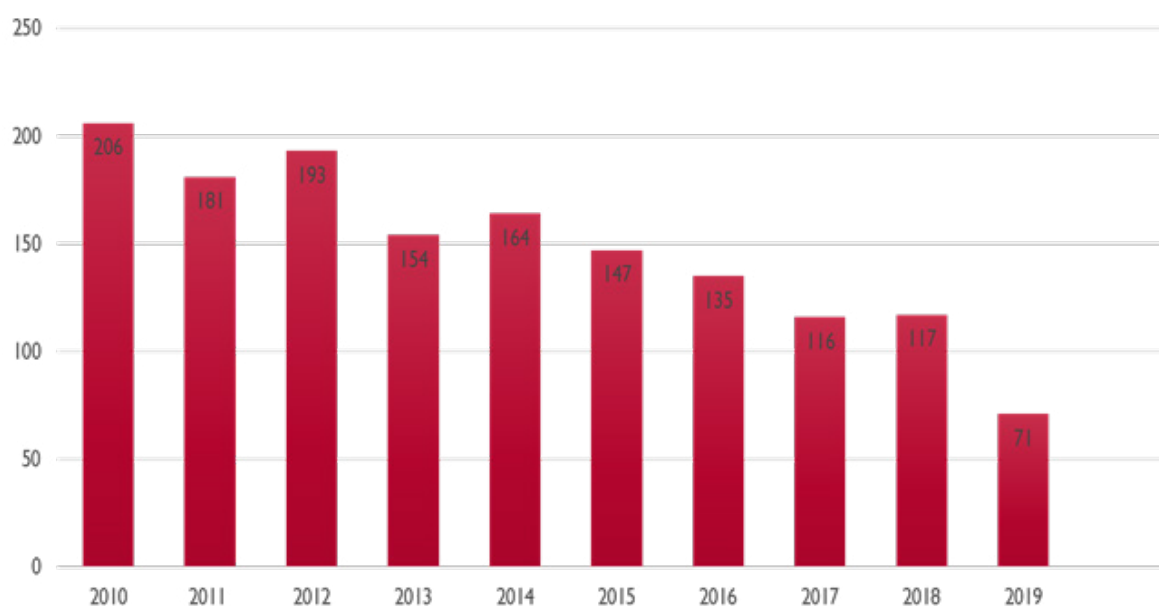


PILLAR 5

More efforts to be made



Reduction in Road Fatality Figures from 2010—2018



Year	Road Fatalities
2010	206
2011	181
2012	193
2013	154
2014	164
2015	147
2016	135
2017	116
2018	117

From 2010-2018 there was a 43% Reduction in Road Fatalities

3.3 Work Plan 2020-2030

The GoRTT intends to continue building on the initiatives and accomplishments from the period 2011- 2019 and to develop a sustainable National Road Safety Plan for the coming period 2020 to 2030. Activities will be implemented under the five (5) pillars. These activities will be prioritized as follows:

- Short Term 2020- 2022 (3 years)
- Medium Term 2023-2026 (4 years)
- Long Term 2027-2030 (4 years)



“Better be Mister Late
than to be Late Mister”

BOX 1 : Multi-modal Transport and Land-use Planning - WORKPLAN

Short Term	<ul style="list-style-type: none"> Develop closer relationships between Land Use Planning Agencies (TCPD, HDC, LSA and Private Land Developers)
	<ul style="list-style-type: none"> Prioritize vulnerable road users in all decision-making
Short - Medium Term	<ul style="list-style-type: none"> Manage speed limits throughout the road network system
	<ul style="list-style-type: none"> Pedestrianize a street in every urban centre to promote non-motorized modes of travel
Medium Term	<ul style="list-style-type: none"> Guide land use developments to be in line with public transportation services
Medium - Long Term	<ul style="list-style-type: none"> Introduce cycle lanes where the real estate is possible to accommodate
	<ul style="list-style-type: none"> Promote alternate modes of mobility (cycling, mopeds, walking, etc.)
	<ul style="list-style-type: none"> Develop strategies to encourage the public service employees in Port of Spain to use public transportation
	<ul style="list-style-type: none"> Engage the Private Sector to assist with promoting public transport

BOX 2

Improving the safety of roads is the single most significant achievable factor in reducing road trauma. Further investment in safer roads is highly justified on both social and economic grounds. Road investment improves road safety through general road improvements — typically, ‘new’ roads are safer than ‘old’ roads — as well as through treatment of “black spots” in keeping with the UN Decade of Action - “more forgiving” roads since driver will always err and some will always “push the boundaries”.

Investment in roads will be better targeted to road safety by:

- Improving the estimation of the cost of crashes used in the economic evaluation of road improvement options;
- Widespread use of road safety audits and inspection in assuring safety outcomes from road improvement projects and in designing and planning proposed major developments;
- Conducting safety investigations on the existing road network, taking into account the needs of all road user groups, giving priority to sites with a crash history and identifying significant remedial opportunities
- Improving road design and traffic engineering measures to create a safer environment for pedestrians, cyclists, motorcyclists, drivers including differently-abled
- Installing Traffic Calming Devices to reduce speed in areas identify
- Legislation to discourage errand behavior of pedestrians.

Roadside hazards are a major factor in car occupant fatalities. Road authorities will review their management of roadside hazards to reduce the danger these pose.

BOX 2: Safe Road Infrastructure - WORKPLAN

Short Term	Conduct a Nationwide Road Safety Audit Program (iRAP)
	Undertake Road Safety Audits on all new infrastructure before being commissioned
	Upgrade signalized intersections - must have protected right turn lanes on the major urban highways
Short - Medium Term	Use of Thermoplastic Paint on all major roadways.
	Ensure that the design of road infrastructure follows international standards using the appropriate manuals
	Improve traffic Signal Infrastructure (Backup Generators/ Mast Arms etc).
Medium Term	Install motorcyclist injury countermeasures (such as under-run) suitable to the barrier type on all new installation of road safety barriers.
	Expanded placement of energy absorbing barriers and treatments
	Implement Red Light Camera Enforcement System
	Improve legislation to better regulate Roadside Vending

BOX 2: Safe Road Infrastructure - WORKPLAN

Medium

Strengthen the reporting and recording of Road Safety Traffic Data Collection Methods and frequencies:

- Information about all crashes that occurred and their consequences.
- Safety Performance Indicator Data.
- Background data such as population and age composition, road network broken down by type of road, weather conditions, norms and values in a society.
- Data on crash costs

Standardize signage in accordance with international standards

Adequate street lighting on all roadways

Remove Pre cast Barriers and Semi Mountable Curbs and Install a total of 4.5 km of CIP Concrete Barriers - Permanent

Medium - Long Term

Implement Spot Speed Camera Enforcement Systems

Install more kerb ramps for the visually impaired and differently-able

Revise Highways Code

Improve road design, particularly to assist with pedestrian and cyclist safety, in identified hazardous locations.

Update of the Laws on Tint – Introduction of Regulations restricting the visible light transmittance of window film applied to windscreens & windows of motor vehicles & enforcement.

Improve vehicle testing and regulations systems – Modernization of Inspection system with the expansion of private inspection stations.

Update Construction Motor Vehicles Regulations

Introduce Camera Enforcement Systems for Detection of Motor Vehicle Registration and Insurance Violations.

Engage Bureau of Standards to update the standards of vehicles entering the Country

Introduce compulsory installation of seat belts in all passenger carrying vehicles.

Research and Development: Use a data driven approach to determine the types of vehicles that frequently get into accidents and recommend strategies where there are trends.

Develop standards and procedures for the transportation of hazardous materials

Develop standards and procedures for the operations of heavy vehicles, weight and use

Introduce permitting system for vehicle modification that's attached to the inspection system.

Develop a system for the Deregistration and disposal of Vehicles

Develop Rest Areas for every 40KM;
Increased Barrier Installations (Rigid, Semi-Rigid and Forgiving)



“Accidents do not happen,
they are caused.”

BOX 3

Emerging technology will be used to improve road safety. Camera and other technology capable of enforcing compliance with road regulations and good practices is being developed. This technology, commonly known as Intelligent Transport Systems, will typically involve engineering systems built into the vehicle and or the road network that intervene when users suffer lapses of concentration or make unsafe decisions. It has the potential to:

- ensure that restraints are used;
- maintain safe following distances between vehicles;
- prevent speed limits being exceeded;
- maintain the integrity of signalized intersections;
- control cornering response to maintain adherence with lane markings and stability on wet surfaces;
- ensure that the driver's license conditions are adhered to;
- monitor driver alertness preventing driving while fatigued or intoxicated ;
- require the driver to perform a breath test before starting a car e.g. Alcohol interlock ; and detect the occurrence of a serious crash and automatically notify emergency services of the location and severity of the crash and the number of occupants involved.



"Life don't have Reset button. Drive safe."

BOX 3: Vehicle Safety - WORKPLAN

- Introduce a laws for mandatory seatbelt wear while vehicle is in motion.
- Update of the Laws on Tint – Introduction of Regulations restricting the visible light transmittance of window film applied to windscreens and windows of motor vehicles and enforcement.
- Improve vehicle testing and regulations systems – Modernization of Inspection system with the expansion of private inspection stations.
- Update Construction and Use of Motor Vehicles Regulations
- Introduce Camera Enforcement Systems for Detection of Motor Vehicle Registration and Insurance Violations.
- Engage Bureau of Standards to update the standards of vehicles entering the Country
- Introduce compulsory installation of seat belts in all passenger carrying vehicles.
- Research and Development: Use a data driven approach to determine the types of vehicles that frequently get into accidents and recommend strategies where there are trends.
- Develop standards and procedures for the transportation of hazardous materials (clearly identified)
- Develop standards and procedures for the operations of heavy vehicles, weight and use
- Introduce permitting system for vehicle modification that's attached to the inspection system.
- Develop a system for the Deregistration and disposal of Vehicles
- Monitor and evaluate short and medium term activities and adjust strategies accordingly.

BOX 4

Strong synergies exist among education, training, and enforcement. Education is needed to develop an understanding of why certain behaviour is safe and other behaviour unsafe, and why laws are implemented and enforced. Education will be more effective in combination with enforcement since it provides necessary information, and “buy-in” for all road users, and places incentives for appropriate behaviour. Public information campaigns can refresh the education message and reinforce the benefit of enforcement. Information and education also maintain public support for enforcement action.

EDUCATION

Young road users need to be educated in road safety in order to develop the knowledge and attitudes that lead to responsible behaviour on the road. This process includes parents, school-based programs and new driver training through an effective licensing system.

The behaviour of experienced road users will be improved through an on-going series of coordinated public information initiatives, as well as licensed examination for novice drivers.

Local government will provide local advocacy for road safety and be a catalyst for community involvement and participation in local road safety projects and consistent educational and awareness campaigns.

These campaigns, in conjunction with better training and licensing practices, will lead to better attitudes and knowledge among road users, including greater:

- ability to perceive hazards and respond appropriately;
- awareness of safe and responsible practices;
- sensitivity to all road user groups;
- knowledge of, and compliance with, road rules and
- information on safer vehicles;
- awareness of vulnerable road users;
- accountability of one’s actions in the event of reckless behaviour;

Not all road users enjoy the same level of safety. There are particular issues of concern for:

Youth, older people, inhabitants of rural and remote areas, pedestrians,

Cyclists, motorcyclists, people of non-English speaking background, persons with disabilities, tourists, and those facing socio-economic disadvantage.



Box 4: Safe Road Use - WORKPLAN

Short Term	Expand Speed Limits and Enforcement with the use of Speed Guns and Spot Speed Camera Enforcement Systems – Section 62, Second Schedule and Speed Limits (Built Up areas Order, and Special Speed Limits Order (for special roads, freeways/highways and overpasses) of MVRTA Ch. 48:50.
	Develop a National Road Safety Communication Plan
	Acquire additional Speed Guns for TTPS
	Establishment of a national disabled/accessible parking system.
	Improve Examinations and Testing for Prospective Drivers – Defensive Driving & Probationary Period.
Medium Term	Introduce three feet rule and introduction of laws for the protection of cyclists.
	Introduction of standards and rules for safe operation of commercial freight and transport vehicles, passenger road transport services and other public and private vehicle fleets to reduce crash injuries.
	Establish Graduated Driver Licensing Systems for novice Drivers - Requirement for statistics. Act No. 9 of 2017 - The Demerit points system is rigid for newly licensed drivers.
	Regulation of Driving School Industry – registration of instructors, driving schools and associations and ensure development of standards for training and testing with attitude related training and input
	Develop laws and policies for Alcohol Use After Hours
	Introduce laws for Drug-Impaired Driving.
	Regulate Private School Buses for the purposes of carrying school children.
	Establish a dedicated enforcement agency, provide training and ensure adequate equipment for enforcement activities.
	Review Standards for Work Zones
	Improve the Standards for Driving Schools

Box 5: Post Crash Response - WORKPLAN

Short Term	Develop first responder training: . Hazardous Material Incident Response; . Hybrid Vehicles; . Mass Casualty Incidents
	Develop First responder manuals on dealing with incidents.
	Establish Traffic Incident Management Training
	Increase the availability of Equipment needed to effectively respond to accidents. Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims.
	Increase First Aid Capacity
Short / Medium Term	Increase the availability of Equipment needed to effectively respond to accidents. Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation services for crash victims.
Medium Term	Develop a Highway Emergency Response Unit to notify motorists or quickly cordon off accidents
	Develop the necessary Regulations for Mandatory Blood Testing where Breath Testing is a challenge
	Establish a Post-Crash response team to determine causes of accidents
	Restructure Manpower to assist Road Safety
	Introduce Digital Reporting Procedures through GPS Coordinates for Black Spots Mapping.
	Provide encouragement and incentives for employers to hire and retain people with disabilities.
	Adequate pre-hospital and hospital / rehabilitative care: . Trauma and PTSD Counselling/ Treatment. Access to support groups/ acute stress coaching; . Comprehensive review of treatment of fatalities at crash sites"
	Training all frontline providers in basic emergency care
	Use of ITS Solutions for incident management •VMS Signs •Radio Technology AM Frequency"
	Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.
Medium / Long Term	



Stay
Connected

Website: www.mowt.gov.tt

Twitter: <https://twitter.com/mowtgovtt>

Email: communications@mowt.gov.tt

Connecting People | Connecting Communities | Connecting a Nation | www.mowt.gov.tt | follow us on:

