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Infrastructure and mobility intersectoral policies in the Caribbean countries

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Diagnosis of Mobility Infrastructure in the Caribbean

Intersectoral Policies in the Caribbean



The Development Agenda 2030, requires continued improvements in the quality of the services of transport, in terms of connectivity, quality and affordability, requiring holistic analysis and integrated solutions.

Road Safety in particular, has been absent from many public policies. Most countries focus on a single mode and not towards mobility system with several options thought for the whole population with a sustainable long term vision.

Infrastructure and mobility intersectoral policies challenges

- ✓ Infrastructure fails in terms of quantity, quality and maintenance. Special efforts are needed in infrastructure for vulnerable users.
- ✓ The quality of mobility systems is in general, poor, insecure, pollutant and with high level of informality
- ✓ Institutional, regulatory obstacles or lack of resources produces failures in both policy enforcement and market organization.
- ✓ Several public visions regarding infrastructure and mobility services produces a lack of a comprehensive approach to policies throughout the whole cycle (conception, design, implementation and follow-up, auditing and evaluation).

Latin America and the Caribbean main road safety challenges

- ✓ The existence of several of road safety actions without a national long term vision
- ✓ Lack of continuous financing for road safety plans and activities
- ✓ The enforcements need to be made more effective and sustainable over time. Incorporation of technologies could increased ongoing enforcement without losing effectiveness
- ✓ There is a need to update and align the institutional framework with the challenges of the mobility, including the new modes or technological systems to assure a safety ride.

The necessity of a shift in public policies and its subregional coordination

Cooperation framework in the Caribbean

Traditional National Challenges	Regional Opportunities
Infrastructure Gap	Investment Opportunities for regional services
Lack of Sustainability	Resilience and Sustainable Infrastructure
High transport Cost	Investment and value-adding opportunities
Isolated transport Policies	Mobility and Infrastructure Policies
Lack of Training	Regional Capacity Building
Med/Low Road Safety Performance	Road Safety Action Plan

Towards coherent and sustainable mobility policies



As a result, it is needed a comprehensive and sustainable approach, which promotes the planning and combination of all the technical alternatives feasible and affordable by the society, and which satisfies efficiently the transport necessities of the population.

The Infrastructure Services Unit of ECLAC has identified the necessity to implement institutionally coordinated measures within the overall framework of a national logistics and mobility policy to pave the way for cross-cutting efficiency and productivity measures, while reducing negative externalities on the population and the environment.

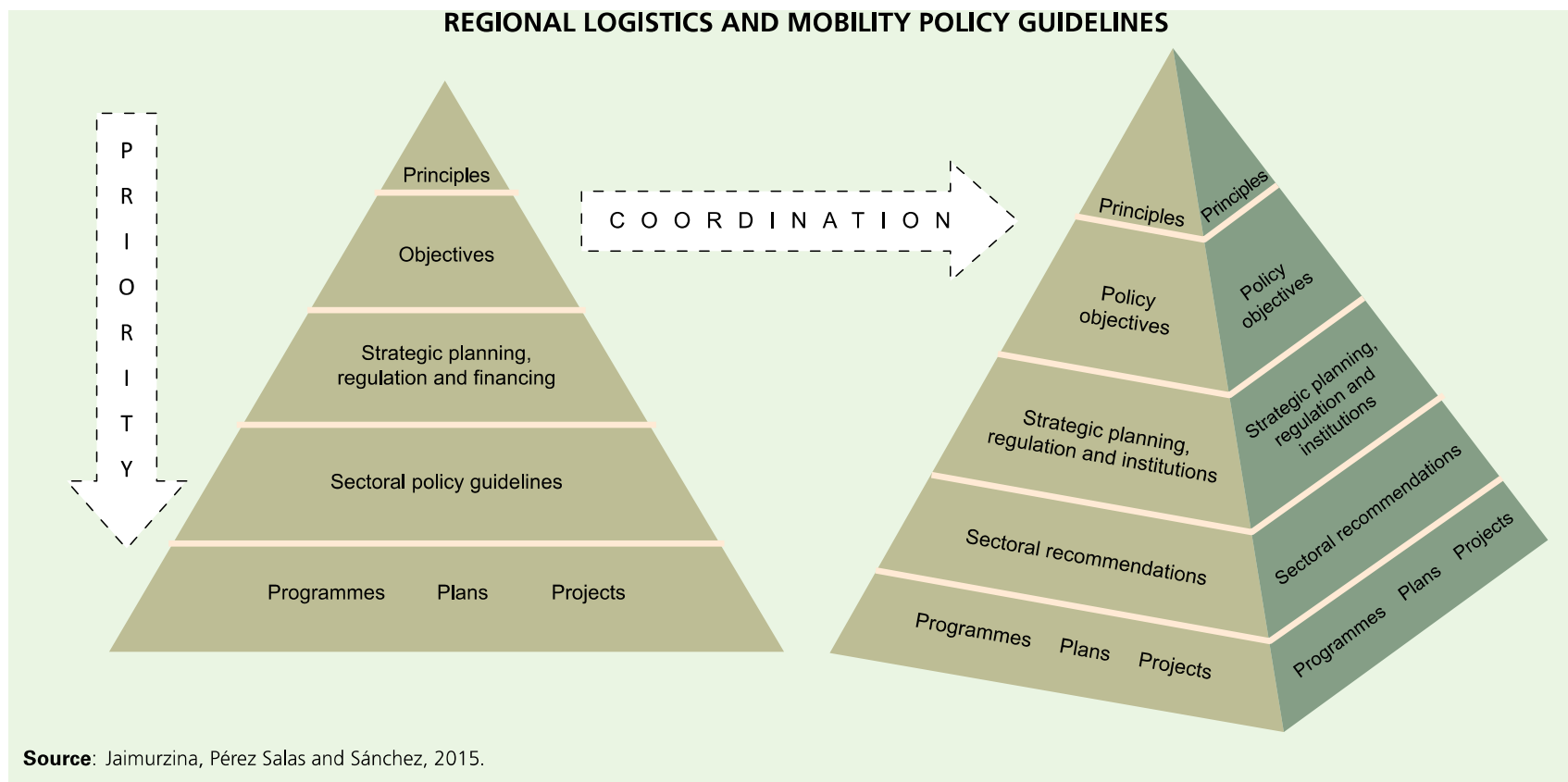
Also, the Unit has supported the implementation of national logistics and mobility policies, coordinated at subregional level as a form to foster these structural changes, improve the sustainable development and citizens' quality of life.

National mobility policy guidelines



Source: Jaimurzina, Pérez-Salas and Sánchez, 2015.

Integration of mobility policies



National and subregional governance

Road safety policies **must consider multiple interventions**, the design and condition of infrastructure, vehicles and services need to promote at the same time changes in the behaviors of transport users, education, the health system, and the enforcement and monitoring of measures.

In all these aspects, the **coordination** could be beneficial for the introduction of new regulations in a wider market. These recommendations must be done in a coherent way, considering at least three aspects:

- (i) preventing injuries,
- (ii) minimizing them when they do happen, and
- (iii) treating them as soon as they have occurred and generating rehabilitation mechanisms for the victims.

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