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Implementing multi-sectoral partnerships for road safety: *regional challenges and policy recommendations*

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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

Road safety and public health: the cost of treating and rehabilitating the injured in Chile, Colombia and Peru

This issue of the FAL Bulletin examines the implications of road safety for the health-care system. It focuses on the economic cost of treating and rehabilitating road traffic injury victims and, for the sake of better public policy, proposes policy changes aimed at improving data collection as well as coordination among government agencies.

The authors are Gabriel Pérez Salas, Associate Economic Affairs Officer, Infrastructure Services Unit, and Sandra Basso Carabá, for further information please contact gabriel.perez@cepal.org.

Introduction

Introduction

According to the major public health claim every day as suffer from other of death among bicycles and drive for inappropriate referred to avoid.

Both of these per income countries study shows, such treatment and re large part of this c with the resulting a pressing need to implement effective and in rural



Guía práctica para el diseño e implementación de políticas de seguridad vial integrales, considerando el rol de la infraestructura

José Ignacio Nazif



CEPAL



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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

International experiences with comprehensive and effective road safety campaigns

Background

Low- and middle-income countries account for approximately 85% of all traffic accidents, deaths and injuries. The Latin American and Caribbean has one of the highest fatality rates in the world (16.01 fatalities per 100,000 people), and without urgent action this rate is expected to rise to 21 per 100,000.

Road safety campaigns have a proven to be an effective measure for reducing road traffic accidents, when they are conducted as part of national public policy and backed up with other complementary measures, such as legislation and effective enforcement.

This issue of the FAL Bulletin analyses the results from campaigns of public policy and the design of road safety campaigns, using the International Road Traffic and Safety Agency's experience.

The authors of this bulletin are consultant José Ignacio Nazif and Gabriel Pérez Salas of the Infrastructure Services Unit of the Economic Commission for Latin America and the Caribbean (ECLAC). For more information please contact nazif@cepal.org.

Background

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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

Road safety in Latin America and the Caribbean: recent performance and future challenges

Background

The safe, timely and affordable mobility of people is one of the premises of sustainable development. As such, road safety must be included in public policies aimed at delivering sustainable transport.

This issue of the FAL Bulletin examines road safety performance in Latin America and the Caribbean between 2009 and 2010. It also sets out the road for road safety measures to be incorporated into an integrated and sustainable mobility policy.

This study is among the activities being implemented by the Unit under the project "Strategies for environmental sustainability: climate change and energy", financed by the Spanish Agency for International Development Cooperation (AECID), as well as those undertaken by ECLAC as part of the United Nations Decade of Action for Road Safety. The authors of the Bulletin are José Ignacio Nazif, a consultant with the ECLAC Infrastructure Services Unit, and Gabriel Pérez Salas, a consultant with the ECLAC Infrastructure Services Unit, for more information, please contact nazif@cepal.org.

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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

Performance of Latin America and the Caribbean during the first years of the Decade of Action for Road Safety

Background

The Declaration of Moscow¹—adopted at the close of the First Global Ministerial Conference on Road Safety: Time for Action, held in the capital of the Russian Federation on 19 and 20 November 2009—states that road traffic injuries are a major public health problem and a leading cause of death and injury around the world, and that without appropriate action, by the year 2020 traffic accidents will be one of the main causes of death, particularly in low- and middle-income countries. For that reason, the Conference invited the United Nations General Assembly to declare the decade 2011–2020 the Decade of Action for Road Safety, in order to stabilize and then reduce global road fatality numbers by 2020.

In resolution A/RES/64/255 of 1 March 2010, the United Nations General Assembly proclaimed 2011–2020 to be the Decade of Action for Road Safety and asked the World Health Organization (WHO) and the United Nations regional commissions (with ECLAC responsible for Latin America and the Caribbean) to prepare, in collaboration with other institutions, a plan of action for the decade and to coordinate regular monitoring of global progress in pursuit of the goals set in the plan of action.²

¹ The full declaration may be found at http://www.who.int/traditional/road_safety_declaration.pdf.

² http://www.who.int/traditional/road_safety_declaration.pdf.

This issue of the FAL Bulletin examines the performance of the countries of Latin America and the Caribbean during the first years of the decade of action for road safety.

This document is part of the activities being undertaken by ECLAC as a United Nations regional commission in preparation for the Second Global High-Level Conference on Road Safety, which is to take place in Brasilia on 18 and 19 November 2015. The document's authors are Gabriel Pérez Salas, Economic Affairs Officer at the Natural Resources and Infrastructure Division, and José Ignacio Nazif, a consultant with the same division. For more information, please contact nazif@cepal.org.

The views expressed in this document are the sole responsibility of the authors and do not necessarily reflect the opinions of the Organization.

Background

- I. Latin America and the Caribbean: performance over the first half of the decade
- II. Road safety management: the region has made major progress in creating an institutional framework and updating its road safety laws
- III. The region needs to progress towards safer infrastructure services for quality mobility
- IV. Incorporation of vehicle regulations and technological tools for road safety
- V. Measures oversight in many countries must be strengthened with resources commensurate with the topic's importance
- VI. Towards better quality information
- VII. Latin America and the Caribbean are seriously behind with their road safety targets
- VIII. Recommendations for strengthening road safety in Latin America and the Caribbean
- IX. Summary
- X. Bibliography



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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

Governance of road safety: outcomes of the expert workshop held in Buenos Aires

Background

The current situation with road safety around the world reveals that, despite the progress made, especially in the more developed countries, there is still a long way to go to meet the shared objective of preventing 5 million deaths, avoiding 50 million serious injuries, and saving US\$ 5 billion during the Decade of Action for Road Safety. The Latin America and Caribbean region still accounts for 12% of traffic accident deaths worldwide. Within the region, traffic-related injuries claimed the life of roughly 154,000 persons in 2013, up by 3% from the data recorded in 2010 for the region.

Within these fatalities attributable to the lack of road safety in Latin America and the Caribbean, 45% correspond to vulnerable road users, i.e. pedestrians (22%), motorcycles (20%) and bicycles (3%). It is important to consider that these users in many cases have no other option for transportation, as most of them belong to the lower-income population groups who, in the absence of regular public transit services, must use these means of transport to move about, to get to work, and to access public education and health services.

During the first third of the decade, i.e. between the years 2010 and 2013, the proportion of deaths of motorcyclists rose by 5% in the region, coinciding with an exponential jump in the number of such vehicles in many cities of Latin America. In other words, these figures show that promoting sustainable mobility with better systems of safe and efficient public transit will have major implications for the quality of life, especially among the economically most disadvantaged, who in the absence of services must risk their life on a daily basis to go about their activities.

To address this global challenge, the United Nations General Assembly entrusted the World Health Organization and the regional commissions of the United Nations (including ECLAC and UNECE), in cooperation with other

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FACILITATION OF TRANSPORT AND TRADE IN LATIN AMERICA AND THE CARIBBEAN

Governance of road safety: outcomes of the expert workshop held in Buenos Aires

This issue summarizes the outcomes from the Regional Workshop on Road Safety: Strengthening the governance of road safety and best practices for achieving the Sustainable Development Goals, held in Buenos Aires, in March 2017.

It was compiled by Gabriel Pérez and Cristina Muñoz of ECLAC. Also involved in its preparation were Ashar Jaimurzin and Ricardo J. Sánchez of ECLAC, Verónica Heller of the ANSV, Mariela Ponce de León of the IDB, Juan Tudi, Kamela Khushnudinova and Priti Gautam of the Office of the United Nations Secretary-General's Special Envoy for Road Safety, and Eva Malisz, Robert Nowak and Eduardo Gianotti of UNECE. For more information on this topic contact gabriel.perez@cepal.org.

The views expressed in this document are those of the authors and do not necessarily reflect the views of the Organization.

Background

- I. The Regional Workshop on Road Safety: Strengthening the governance of road safety and practical improvements to achieve the Sustainable Development Goals
- II. Conclusions and final recommendations



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UN Global Plan for the Decade of Action for Road Safety 2011-2020, is a guideline to implement coordinated actions

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



Pillar 1

Road safety management

- Significant progress with the creation of the institutional framework for road safety at the national level.
- Need for strengthening existing institutions and for coordinating efforts from multiple actors.
- Countries in the Caribbean lag behind the developed world when it comes to setting targets for reducing traffic mortality rates (and the ambition thereof).
- Progress has been made with compiling and systematizing information, but it is necessary to improve quality and transparency of information.
- Political will and technical know-how must be balanced.
- Resources allocated to road safety are still very limited.



UN Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

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.



Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

Activity 2

Establish a lead agency (and associated coordination mechanisms) **on road safety involving partners from a range of sectors** through:

- designating a lead agency and establishing related secretariat;
- encouraging the establishment of coordination groups; and
- developing core work programmes.



Road Safety Lead Agency

Country	Lead Agency		Functions of the Lead Agency		
	Present	Funded	Coordination	Legislation	Monitoring & Evaluation
Antigua & Barbuda	Yes	No	Yes	Yes	Yes
Bahamas	-	-	-	-	-
Barbados	Yes	No	Yes	Yes	Yes
Belize	Yes	Yes	Yes	Yes	Yes
Dominica	Yes	No	Yes	Yes	Yes
Grenada	Yes	Yes	Yes	Yes	Yes
Guyana	Yes	Yes	Yes	Yes	Yes
Jamaica	Yes	Yes	Yes	No	No
St Kitts & Nevis	-	-	-	-	-
St Lucia	Yes	Yes	Yes	Yes	Yes
St Vincent & the Grenadines	-	-	-	-	-
Suriname	No	-	-	-	-
Trinidad & Tobago	Yes	No	No	No	No



Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

Activity 3

Develop a national strategy (at a cabinet or ministerial level) **coordinated by the lead agency** through:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for development and implementation of core work programmes;
- identifying implementation projects;
- building partnership coalitions;
- promoting road safety management initiatives such as the new ISO traffic safety management standard ISO 39001; and
- establishing and maintaining the data collection systems necessary to provide baseline data and monitor progress in reducing road traffic injuries and fatalities and other important indicators such as cost, etc.



Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

Activity 4

Set realistic and long-term targets for national activities **based on the analysis of national traffic crash** data through:

- identifying areas for performance improvements; and
- estimating potential performance gains.



Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

Activity 5

Work to ensure that funding is sufficient for activities to be implemented through:

- building business cases for sustained funding based on the costs and benefits of proven investment performance;
- recommending core annual and medium-term budgetary targets;
- encouraging the establishment of procedures for the efficient and effective allocation of resources across safety programs;
- utilizing 10% of infrastructure investments for road safety; and
- identifying and implementing innovative funding mechanisms.



Road Safety Strategies and Targets

Country	Road safety strategies		Road safety targets	
	Present	Funded	Fatal	Nonfatal
Antigua & Barbuda	No	-	-	-
Bahamas	-	-	-	-
Barbados	No	-	-	-
Belize	Yes	Partially	Yes	Yes
Dominica	No	-	-	-
Grenada	No	-	-	-
Guyana	Yes	Partially	Yes	No
Jamaica	Yes	Partially	Yes	No
St Kitts & Nevis	-	-	-	-
St Lucia	No	-	-	-
St Vincent & the Grenadines	-	-	-	-
Suriname	No	-	-	-
Trinidad & Tobago	Yes	Partially	No	No

Source: PAHO (2019).



Global Plan for the Decade of Action for Road Safety 2011-20

Pillar 1: Road safety management

Activity 6

Establish and support data systems for on-going monitoring and evaluation to include a number of process and outcome measures, including:

- establishing and supporting national and local systems to measure and monitor road traffic deaths, injuries and crashes;
- establishing and supporting national and local systems to measure and monitor intermediate outcomes, such as average speed, helmet-wearing rates, seat-belt wearing rates, etc.;
- establishing and supporting national and local systems to measure and monitor outputs of road safety interventions;
- establishing and supporting national and local systems to measure and monitor the economic impact of road traffic injuries; and
- establishing and supporting national and local systems to measure and monitor exposure to road traffic injuries.



Pillar 2

Safer roads and mobility

- There is a significant transport infrastructure gap in the region in comparison with developed and emerging economies (in quantity and quality).
- Need for improvements in secondary and rural roads, which account for a significant number of traffic accident fatalities.
- Insufficient maintenance and lack of regular inspections to assess safety conditions of road infrastructure.
- Low adherence to the 1968 UN Conventions on Road Traffic and on Road Signs and Signals.



Pillar 3

Safer vehicles

- There is a lack of protocols for inter-sector and interagency coordination.
- In many countries, the absence of a supra-national agency in charge of enforcing road safety provisions poses challenges to carrying out quality controls.
- Civil society should be aware of the consequences of unsafe vehicles and encourage governments to issue and enforce more demanding minimum standards for vehicles.
- Monitoring and evaluation of regulations and policies must be reinforced.
- Need for developing management capacity in specific areas.



Pillar 4

Safer road users

- The Caribbean lags behind developed countries when it comes to the effectiveness of police enforcement regarding road risky behaviors.
- Despite progress with harmonization, there is disparity among countries in issues such as the wording of licenses, licence validity, preparation processes, and vehicle categorization.
- Urban planning must take into account vulnerable road users, giving priority to pedestrians and their use of public spaces through regulations and construction of infrastructure.



Pillar 5

Post-crash response

- Few countries display detailed information on post-crash response (transport mode to emergency units, time taken for response etc.).
- Countries are heterogeneous regarding indicators of time taken for each step of post-crash response.



General recommendations

- i) **Leadership at the highest level** it is fundamental to carry out improvements. In particular, the participation of players from different sectors and different hierarchical levels is needed, in order to bring together those who designs, implement and benefit from road safety actions.
- ii) **Institutional dialogue** among representatives of the different sectors is particularly important for example, for the development of sustainable transport policies that promote safe systems and provide properly for vulnerable users, such as pedestrians and cyclists, in both urban and rural areas.
- iii) **Targets should be ambitious** and the system should be designed to protect users at every turn. Responsibility for accidents should be placed on the overall system design, addressing infrastructure design, vehicle technology, and enforcement (Safe System Approach / Sweden's Vision Zero).
- iv) **A dedicated and regular budget**, generally financed with funds from the central government, or through charges to users, such as insurance, income from fines for the violation of traffic regulations, or tariffs from rules applicable to vehicles or drivers.



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