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

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Caribbean Road Safety Workshop :: Kingston, Jamaica – 8-9 August 2019
Road safety and public health: the cost of treating and rehabilitating the injured in Chile, Colombia and Peru

International experiences with comprehensive and effective road safety campaigns

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

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

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

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

The current situation with road safety around the world reveals that, despite the progress made, especially in the most developed countries, it is still a long way to go to meet the shared objectives of preventing 5 million deaths, avoiding 50 million serious injuries, and saving USD 50 billion during the Decade of Action for Road Safety. The Latin America and Caribbean region still accounts for 12% of all traffic accident deaths worldwide. Within the region, traffic-related injuries claimed the life of roughly 154,189 persons in 2019, up by 4% from the previous year in 2018 for which figures are available. Many challenges remain on the road to achieving the Sustainable Development Goals (SDGs) to reduce road accident deaths and injuries by 50% as compared to their 2010 levels.

Within these challenges, it is clear that the lack of road safety in Latin America and the Caribbean is a critical cause of serious road accidents. Nonetheless, the region has many road safety challenges. These challenges are inherent to the social, economic, and infrastructural realities in many countries in Latin America and the Caribbean. For instance, in many cases, there is no other option for transportation, in most of them lacking the infrastructure to accommodate the volume of traffic, and, in the absence of regular public transport services, roads and mass trans system are too dangerous to be used, leading to an increase in road casualties and injuries.

During the first third of the decade, between the years 2010 and 2013, the proportion of deaths of pedestrians by sex was 36% for men and 51% for women in the region. Considering an exponential jump in the number of such vehicles in many cities in Latin America, in other words, the regions show that promoting sustainable mobility with better systems of safety and efficient public transport will have major implications for the quality of life, especially among the economically disadvantaged. This is crucial, given that the vast majority of road accidents are concentrated in low- and middle-income countries, in which the majority of the population lives, and vulnerable road users (women, children, older adults, and persons with disabilities) are disproportionately affected.

To address this global challenge, the United Nations General Assembly and the Economic Commission for Latin America and the Caribbean (ECLAC) launched the UN Decade of Action for Road Safety 2011-2020 in 2011 and strengthened the role and mandate of the United Nations (including ECLAC and UNICEF) in cooperation with other international organizations, regional mechanisms, national authorities, the private sector, and civil society organizations.
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
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.
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

<table>
<thead>
<tr>
<th>Country</th>
<th>Lead Agency</th>
<th>Functions of the Lead Agency</th>
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<td><strong>Country</strong></td>
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Source: PAHO (2019).
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

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Source: PAHO (2019).
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 adhesion 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.
• 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 design, 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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