



UNECE Seminar: Improving global road safety: setting regional and national road traffic casualty reduction targets

Road Safety in Latin America and the Caribbean Countries

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NACIONES UNIDAS
UNITED NATIONS





Economic Commission for Latin America and the Caribbean (UNECLAC)

Its one of the five regional commission of the United Nations. It was established in 1948 with the purpose of contributing to the economic and social development of the 33 countries of Latin America and the Caribbean.

The headquarter is in Santiago, Chile, also have two subregional headquarters: Mexico City for the Central American subregion, and Port-of-Spain, Trinidad and Tobago for the Caribbean. In addition, ECLAC maintains country offices in Buenos Aires, Brasilia, Montevideo, Bogotá and in Washington, D.C.

MEMBER STATES



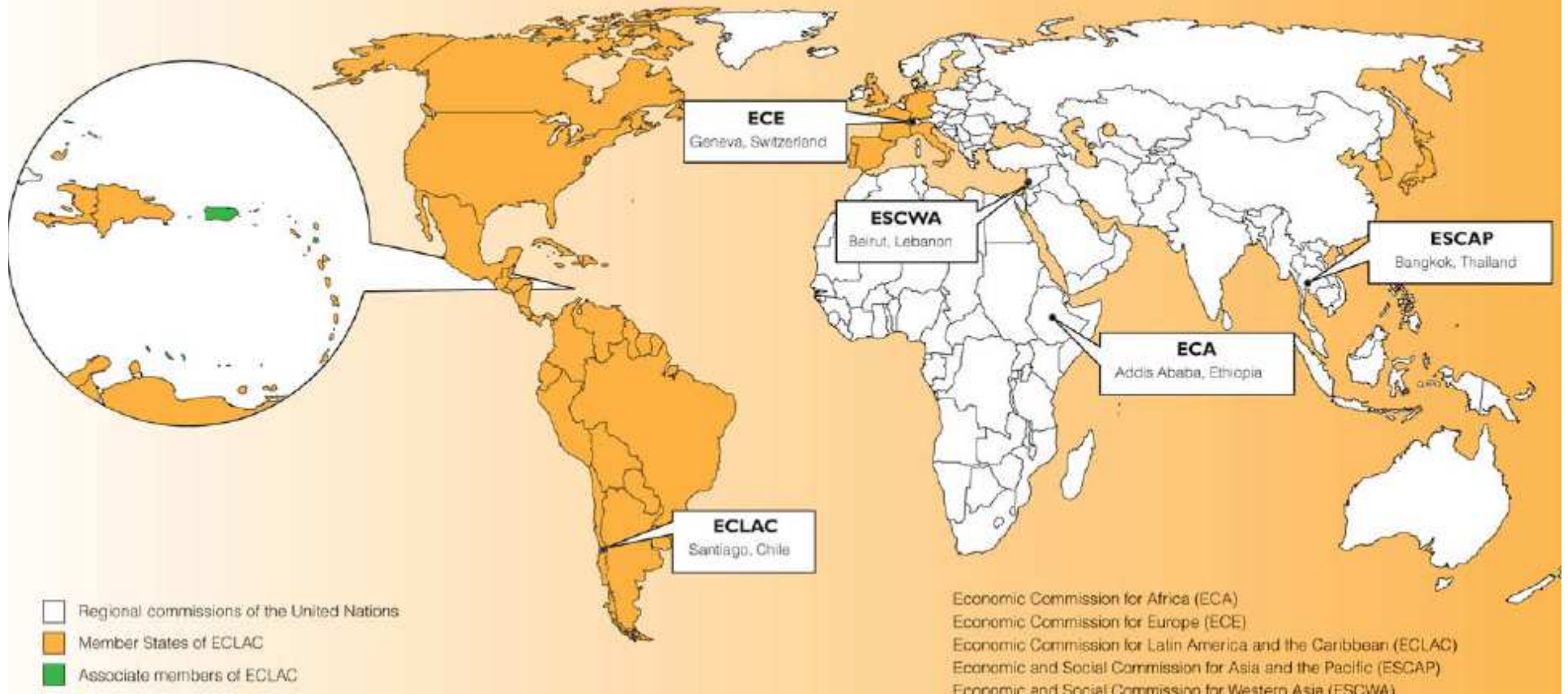
MEMBER STATES



ASSOCIATE MEMBERS



Regional commissions of the United Nations, member States and associate members of ECLAC



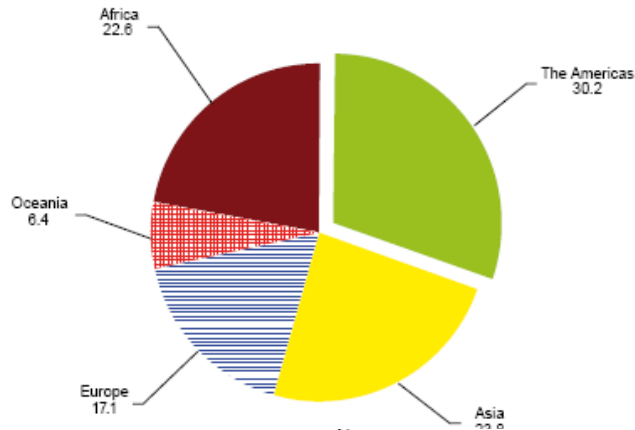


About Latin America and the Caribbean

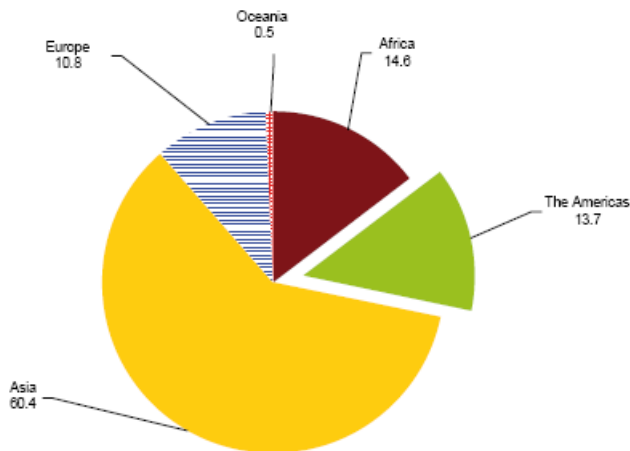
Its population grew from 166 million people in 1950 to 908 million in 2008, and is expected to increase to over 800 million by 2050. This growth is putting new pressures on less developed areas, like the Amazon basin, where urban areas have grown considerably.

Overall, the Americas make up 30% of the world's land area, and are home to 14% of its population !

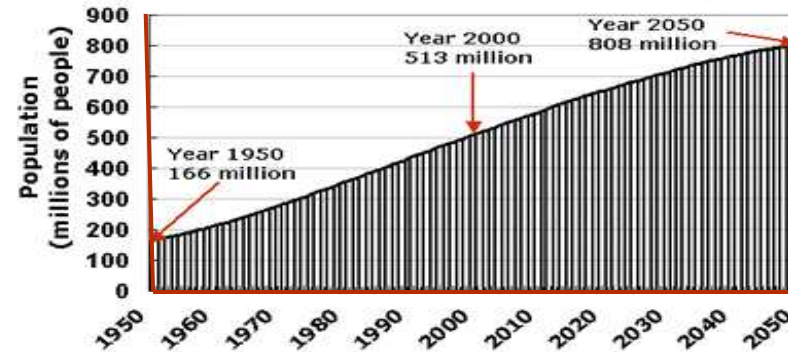
WORLD REGIONS: LAND AREA, 2005
(Percentages)



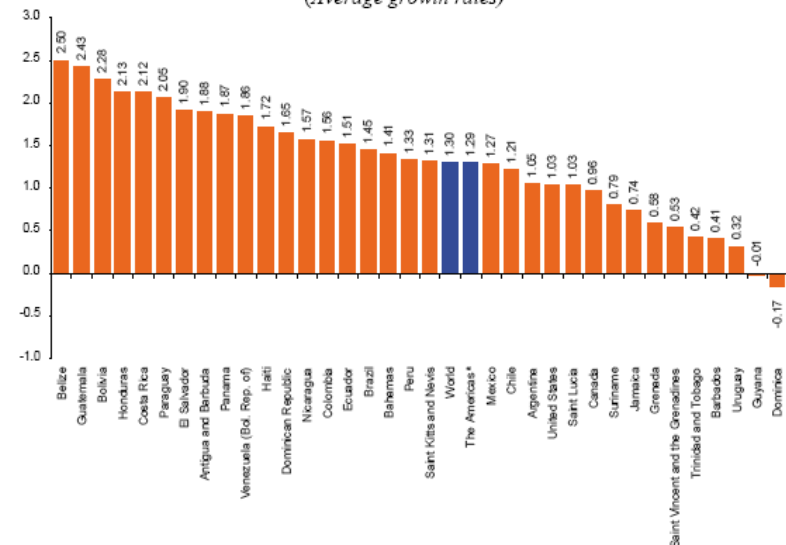
WORLD REGIONS: POPULATION, 2008
(Percentages)



Population Growth in Latin America and the Caribbean



THE AMERICAS: POPULATION, 1994-2008
(Average growth rates)

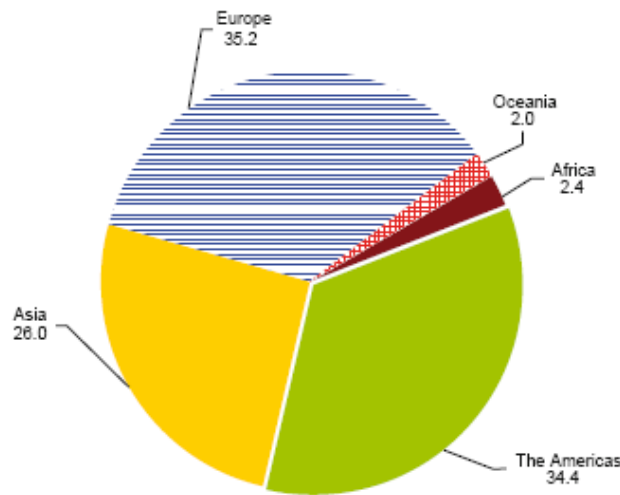




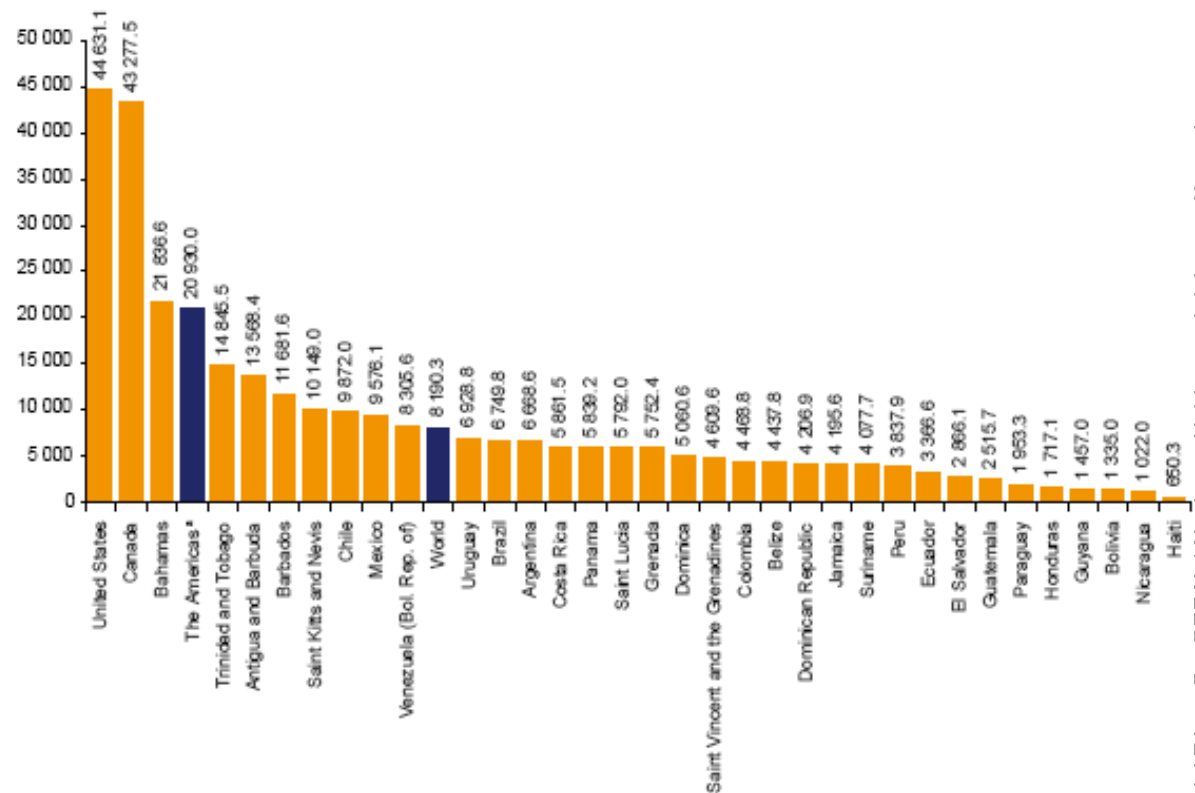
About Latin America and the Caribbean

The Americas generate a third of the world's GDP. However, there are considerable gaps in this respect between the different countries of the Americas. A number of countries, have per capita GDP figures that rank among the highest in the world (around US\$ 45,000). But in other, the per capita GDP is in the mid to low and extremely low range. The gap is also valid inside of the respective countries. Overall, the Americas represent up 34% of the world's GDP !

WORLD REGIONS: GROSS DOMESTIC PRODUCT
(Percentages)



THE AMERICAS: PER CAPITA GROSS DOMESTIC PRODUCT, 2007
(Dollars at constant prices)





Road Safety in Latin America and the Caribbean

According to the OMS statistics, at the 2000 year was the region with the most high rate of death and injuries in the world: 26.1 dead per 100 mil inhabitants. Projections for 2020, shows that if no measures are taken, the region keep the first place, even increasing the rate to 31 dead/ 100 thousands inhabitants.

Predicciones del número (en miles) de víctimas mortales del tránsito, por regiones, una vez corregida la subnotificación, 1990–2020

Región ^a	Número de países	1990	2000	2010	2020	Variación (%) 2000–2020	Tasa de letalidad (defunciones/100 000 personas)	
							2000	2020
África subsahariana	46	59	80	109	144	80	12,3	14,9
América Latina y el Caribe	31	90	122	154	180	48	26,1	31,0
Asia meridional	7	87	135	212	330	144	10,2	18,9
Asia oriental y el Pacífico	15	112	188	278	337	79	10,9	16,8
Europa oriental y Asia central	9	30	32	36	38	19	19,0	21,2
Oriente Medio y África septentrional	13	41	56	73	94	68	19,2	22,3
Subtotal	121	419	613	862	1 124	83	13,3	19,0
Países de ingresos altos	35	123	110	95	80	-27	11,8	7,8
Total	156	542	723	957	1 204	67	13,0	17,4

^a Los datos se presentan con arreglo a las clasificaciones regionales del Banco Mundial.

Fuente: reproducido de la referencia 48 (con pequeñas modificaciones), con permiso de los autores.



Road Safety in Latin America and the Caribbean

Under this scenario, the road safety is increasing its importance in the media and the political agenda. Many countries, are making efforts to strengthened its national capacities and trying to set up special bodies to face the problem with a multisectorial approach as United Nation system recommended. The following are examples of specialized agencies and national plan recently established:

Argentina: Agencia Nacional de Seguridad Vial (2008)

Brazil: Comitê Nacional de Saúde, Segurança e Paz no Trânsito (2005)

Bolivia: Comité Interinstitucional de Seguridad Vial (2007)

Chile: Comisión Nacional de Tránsito (1993)

Colombia: Plan Nacional de Seguridad Vial (1996)

Costa Rica: Plan Estratégico Nacional de Seguridad Vial 2007- 2011

Jamaica: National Road Safety Council (1993)

Paraguay: Plan Nacional de Seguridad Vial: 2008-2013

Perú: *Plan Nacional de Seguridad Vial* 2007 - 2011

Uruguay: Unidad Nacional Seguridad Vial (2007)



However, these improvements are not enough!



Dead per 100 million km/vehicle



Some benchmarking:

United States of America (1,39)

France (1,23)

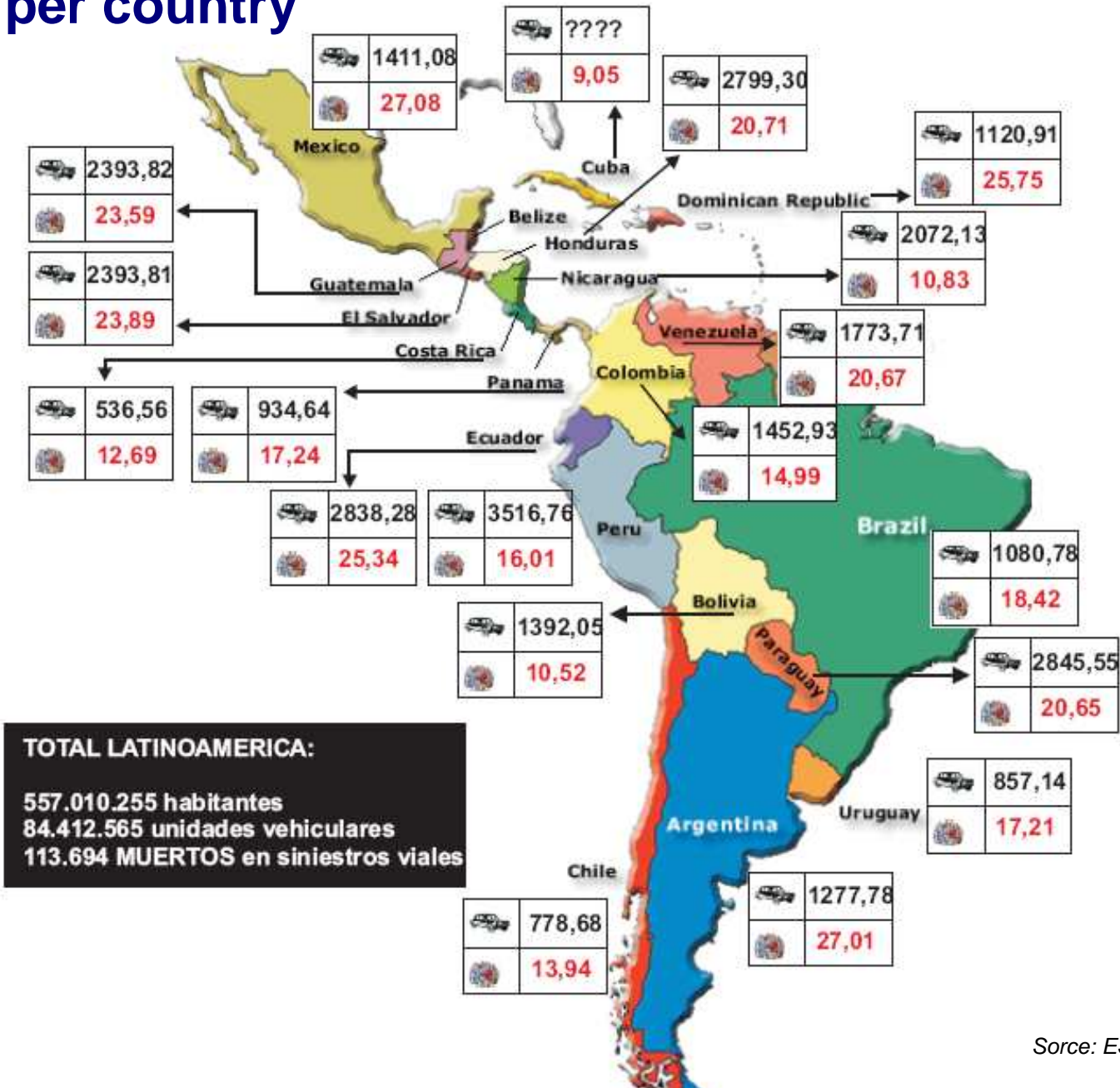
Germany (0,83)



Source: ESVI, 2009



Figures per country



Source: ESVI, 2009



ECLAC Activities

Efforts to create network and alliances between national agencies (governments), civil society and academic institutions. As a result the number of “horizontal cooperation” was increased.



First Seminar South Cone: 27 – 28 November 2008



Next Seminars

Central America, Colombia and Mexico (Mesoamerica Project)

27-28 May 2009 Panama



Third seminar: Caribbean countries (English and French spoken) July 2009 in Kingston, Jamaica.





The process of set up road safety target reduction

Since the announcement of the United Nations Road Safety Week and all the activities carried out by the system, some countries have started campaigns related to improve the road safety matters.

It is very interesting and some countries have been big achievements. There are significant cases in countries or cities, of improvement on the situation: for instance Bogotá (Colombia), Rosario (Argentina) and the national cases of Chile and Costa Rica.

The network of governmental and non governmental entities, international institutions, and people interested in giving to the road safety the priority it deserves was also important in this process. The alliances by UNECLAC was also useful.



LAC main road safety problems

- Lack of conscience and education for road safety risks within the society.
- Severe problem in enforcement of the laws,
- Lack of proper road infrastructure,
- Large number of vehicles within the countries (recently motorcycles)

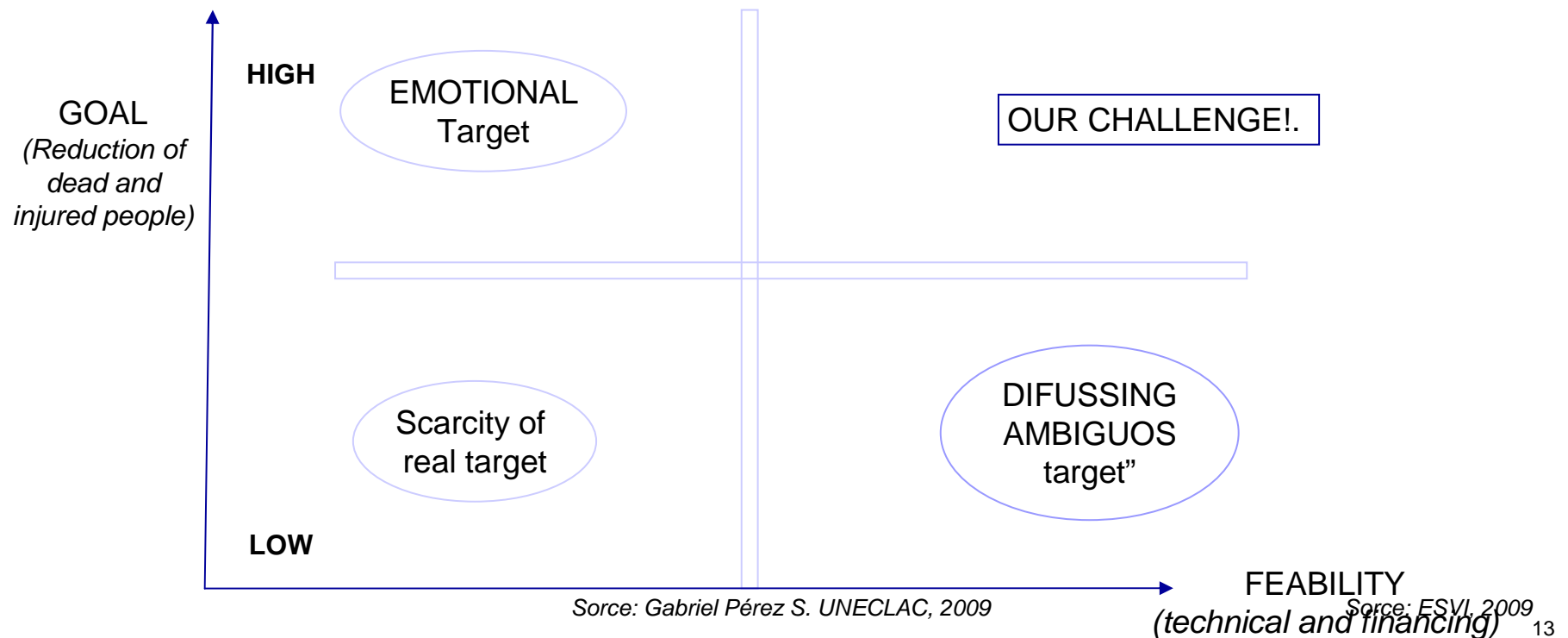
Infrastructure design and current conditions are the result of a lack of engineering updating and inappropriate country legal and regulatory frameworks. The chaotic urban and interstate public transport system makes it impossible to say there is an organized public transport system. Lack of prevention policies and plans, and that these plans are not sustained with constant leadership and financing.



The process of set up road safety target reduction

Between the countries that are set up a target, it is observed:

1. Too ambitious target, without technical support regarding deadlines and resources allotted. (EMOTIONAL TARGET)
2. Targets too rational, perfectly defined and easily reachable. Does not allow “break” the tendency of dead and injuries. The only goal of its definition is reach them in the time and the conditions established. (DIFFUSING TARGET)





ECLAC Activities

Measures for the reduction of dead and effectiveness demostred

PHASE	FACTORS		
	HUMAN	VEHICLE AND EQUIPMENT	ENVIROMENT
Before the crash	Law and educational enforcement Brasil Modelo tolerancia cero 7% México Conduce sin Alcohol 4% Campañas de educación vial, complementarias 2.1% EE. UU	Control de Velocidad Francia 2.1% (+ Inv. € 10 millones anuales) Uso de casco en motos Uso diurno de luces UE 1.2 %, Chile sin evaluación	Infraestructure Redesign of urban crosses 4.5% Illumination of roads 36.4% Walking segregation 8.7%
Accident	Safe belts 10%	Airbags	Impact defenders 5%
After the crash	Coordinated system of health		



ECLAC Activities

Measures for the reduction of dead and effectiveness demostred

PHASE	FACTORS		
	HUMAN	VEHICLE AND EQUIPMENT	ENVIROMENT
Before the crash	13.1 %	6.9 %	13.1 %
Accident	10.0 %		5.0 %
After the crash	13.1 %		
TOTAL	23.1%	6.9 %	18.1%



Thanks!



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