

BENCHMARKING ROAD SAFETY PERFORMANCE IN SELECTED LATIN AMERICA COUNTRIES

METHODOLOGY AND PRELIMINARY RESULTS

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Objective of this project

Assess road safety performance in a selection of Latin America countries and benchmark their performance against a set of indicators and best practices.


The expected outcome is to offer policy makers in Latin America a tool to assess the weaknesses and strengths of each country and identify areas deserving policy attention and where the experience of other countries may be usefully applied.



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Participating countries

- Argentina
- Brazil
- Chile
- Colombia
- Costa Rica
- Cuba
- Ecuador
- Mexico
- Paraguay
- Uruguay






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The work is organized according to the following **tasks**:

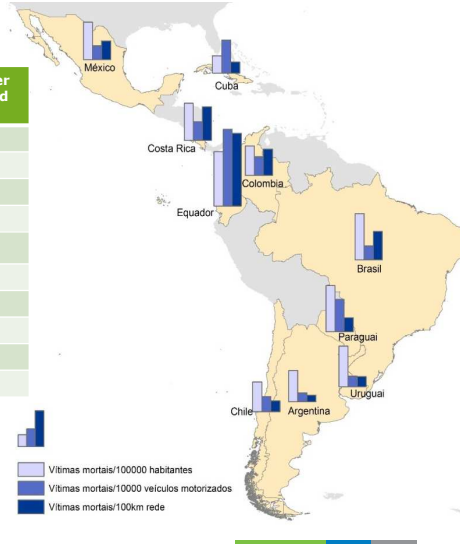
- define **indicators** and **collection of data**;
- identify the **strengths and weaknesses** of each country through benchmarking;
- develop a **scientific understanding of the differences between the reference values**;
- draw **conclusions** on the best practices and successful factors and suggest **recommendations** to be applied in the countries to improve its road safety policies.



Road safety indicators

Country	Fatalities per 100 000 inhab.	Fatalities per 10 000 vehicles	Fatalities per 100 km road length
Argentina	12,6	3,6	2,6
Brazil	18,7	5,6	11,5
Chile	12,1	6,1	4,5
Colombia	11,9	7,6	10,6
Costa Rica	15,0	7,6	13,6
Cuba	7,7	13,3	4,5
Ecuador	23,9	31,0	29,5
Mexico	15,3	5,6	7,6
Paraguay	18,7	13,1	5,7
Uruguay	23,5	4,3	4,1

(2010)



Grouping proposal based on:

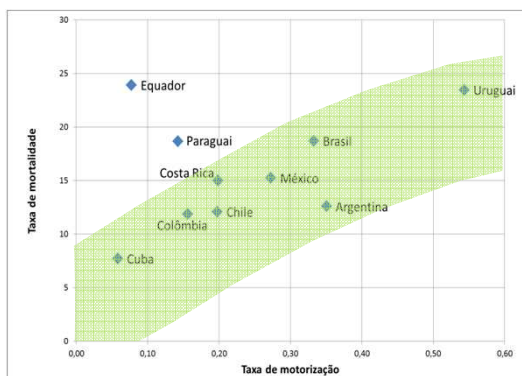
- Population density**
 - G1 (density > average): Cuba, Costa Rica, Mexico, Colombia, Ecuador.
 - G2 (density < average): Brazil, Chile, Uruguay, Argentina, Paraguay.
- Geographical repartition of the population**
 - G1 (>25% in urban areas): Colombia, Costa Rica, Cuba, Ecuador, Mexico, Paraguay
 - G2 (≤25% in urban areas): Argentina, Brazil, Chile, Uruguay
- Level of motorization**
 - G1 (≤0.2 veh/inhab.): Chile, Costa Rica, Colombia, Paraguay, Ecuador and Cuba
 - G2 (>0.2 veh/inhab.): Argentina, Brazil, Mexico, Uruguay
- Share of powered two-wheelers in the fleet**
 - G1 (% of PTW > 30): Colombia, Cuba, Uruguay
 - G2 (% of PTW ≤ 30): Argentina, Brazil, Chile, Costa Rica, Ecuador, Mexico, Paraguay



Motorization rate and mortality rate

Countries with a high rate of motorization and a low mortality rate have better results in terms of road safety.

However, good results may also be considered if the motorization rate is low when accompanied by a low mortality rate e mortalidade.



- Group 1 (< motorization rate and > mortality rate): Paraguay and Ecuador
- Group 2 (> motorization rate and < mortality rate or < motorization rate and < mortality rate): Uruguay, Argentina, Brazil, Mexico, Chile, Colombia, Costa Rica and Cuba



Collected data

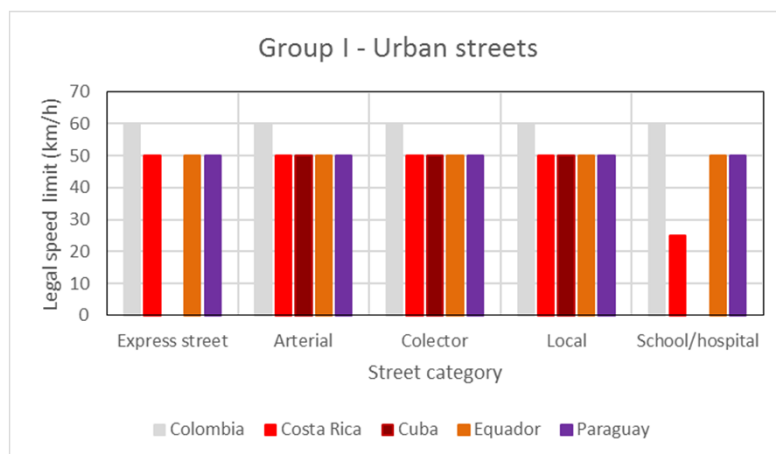
- Historical evolution of the main policies, plans and programs implemented in the context of road safety
- How the institutions responsible in the road safety area are organized
- What are the characteristics of the road transport system
- Overview of road safety status in terms of accidents and victims macro indicators, disaggregated by age group, type of user, exposure, etc.
- Specific case studies
 - Pedestrians, powered two-wheelers, drink and driving, speeding, seat belts, young drivers, characteristics of road infrastructure and trauma management.

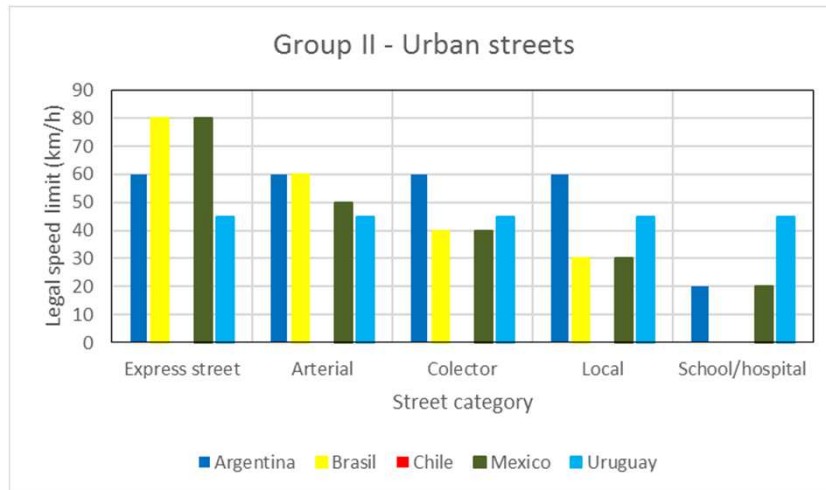


PRELIMINARY RESULTS

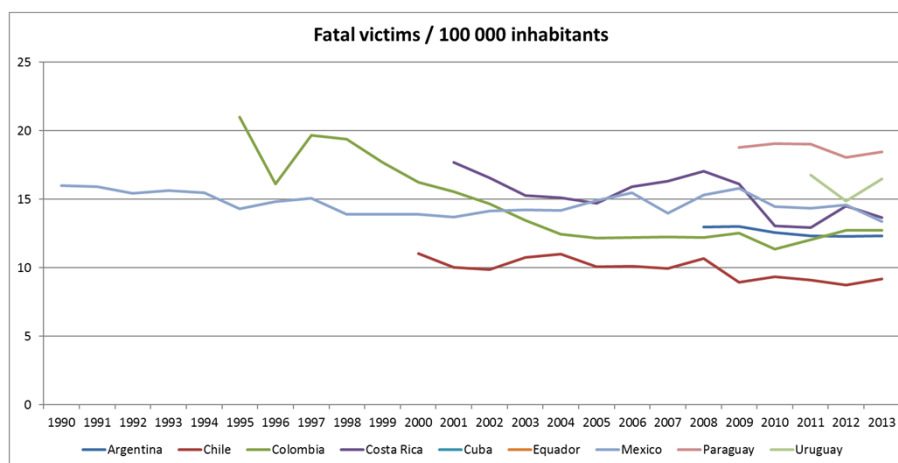
1. ROAD SAFETY POLICIES AND ORGANISATION

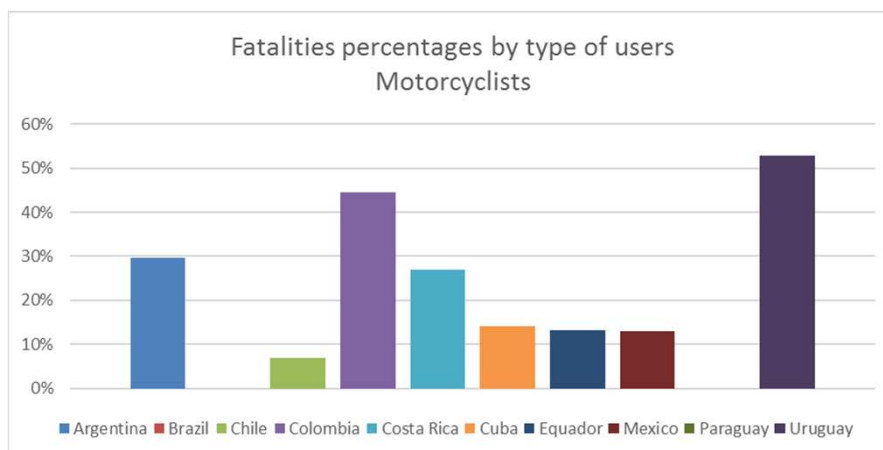
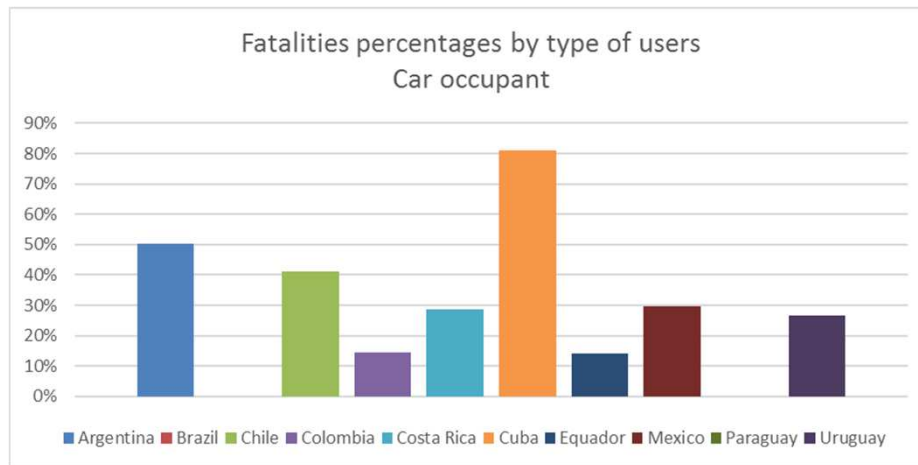
Speed limits

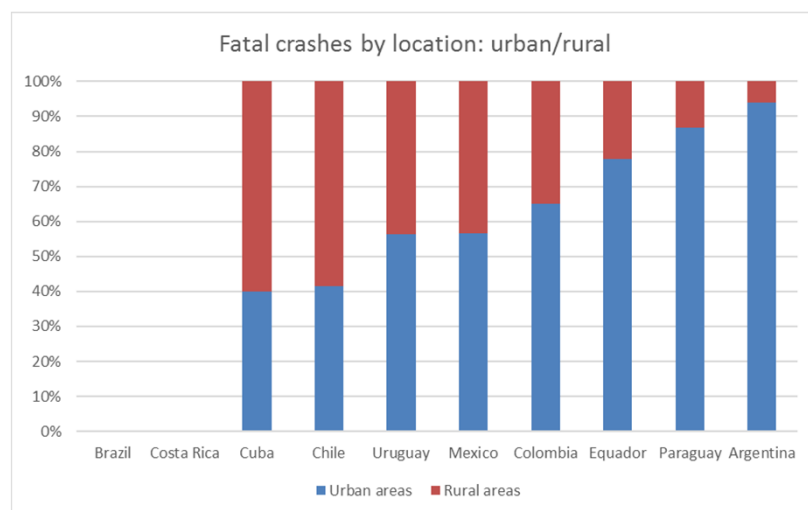
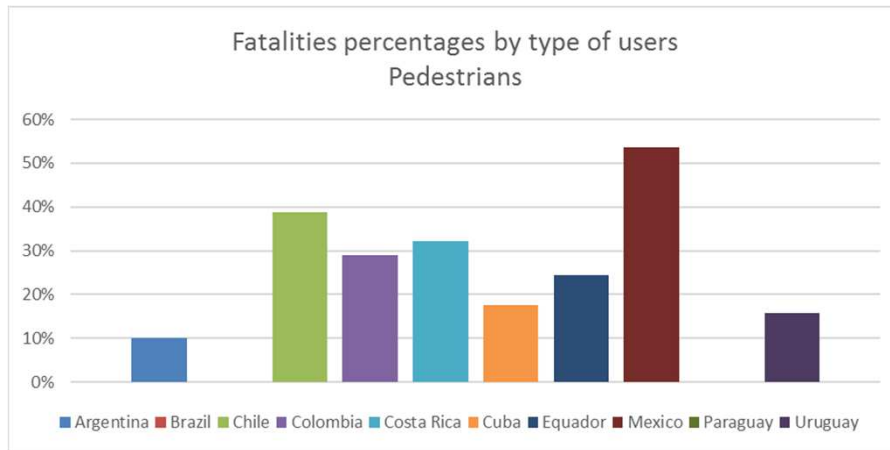




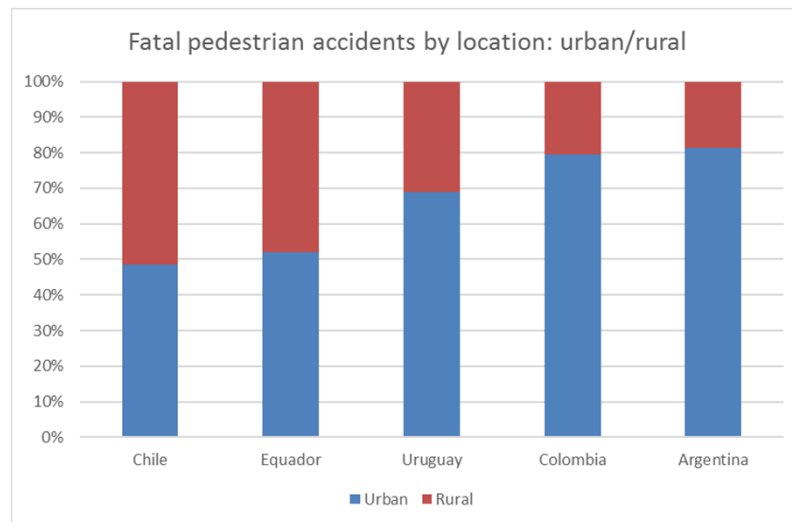
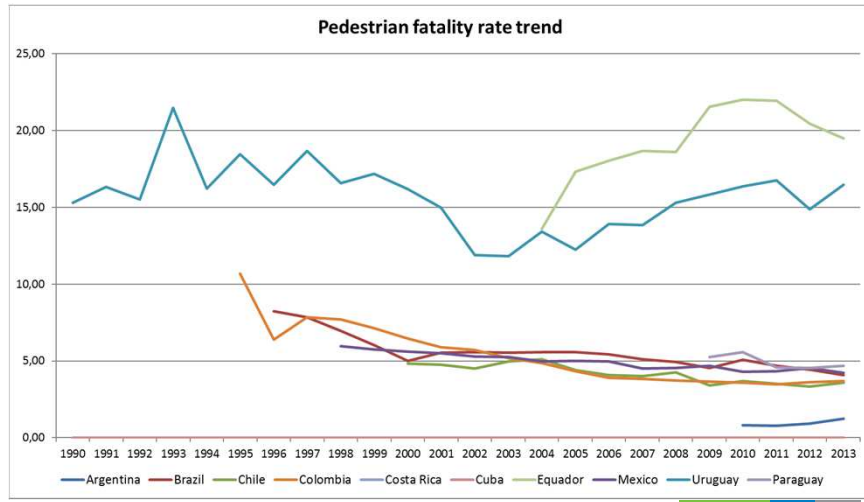
2. TRAFFIC SAFETY SITUATIONS IN THE LATIN AMERICA COUNTRIES



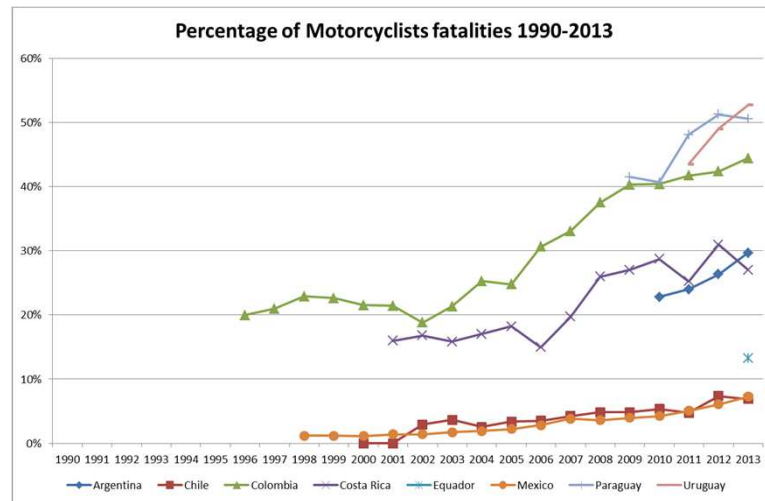




3. Pedestrians



4. Powered two wheelers (PTW)



Thank you

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