

Inter-American Development Bank

# **SAFE, SUSTAINABLE AND ACCESSIBLE MOBILITY: IDB ROAD SAFETY STRATEGY**

PAHO  
July 23, 2024

In Latin America and the Caribbean (LAC), **95,000 people die each year due to road traffic crashes**. This is equivalent to one airplane with 260 passengers crashing every day.

(WHO, 2023)



The motorcycle fleet is growing rapidly in the region and **motorcyclist deaths** already represent more than **28%** of total road fatalities.

(WHO, 2023)



Annually, road crashes cost between **3% and 5%** equivalent to LAC's GDP.

(IDB, 2023)

Road crashes are the **leading cause of death among children aged 5 to 14** and the second leading cause among young adults in the region.

(IHME, 2020)



Although 80% of the total victims of traffic crashes are men, the **women of the victims' families** are generally the ones who assume the new care activities, which generates a **double workload and mental load, exacerbating inequalities**.

(IDB, 2022)





In 9 LAC countries, insurance companies paid **US\$ 1.4 billion under compulsory motor insurance policies**, in which most of it (57-90%) went to medical institutions (2021).

(IDB, 2023)

In many LAC countries, **the public health system and the victims bear the costs of post-crash attention**. El Salvador, Honduras, Guatemala, and Paraguay do not have compulsory motor insurance, and 44% of the fleet is uninsured in 17 LAC countries.

(IDB, 2023).

Road crashes put pressure on the health sector. In Paraguay, for example, **1 in 3 ICU hospital beds is occupied by road crash victims**.

(IDB-FIA, Paraguay National Road Safety Agency, 2021).

# Vision

Improving road safety will have a positive impact on the sustainable and inclusive economic growth of the region, by minimizing the negative social and economic impacts of road crashes.

# IDB ROAD SAFETY STRATEGY

- Public Policies
- Urban Mobility
- Safe Infrastructure

Between 2018 and 2022, the IDB committed an estimated **\$160 million** to road safety financing through transport projects, including **\$10 million in** policy-based loans.

# Public Policies



# Public Policies

## MOVERNOS SEGUROS MOTOR INSURANCE FOR ALL

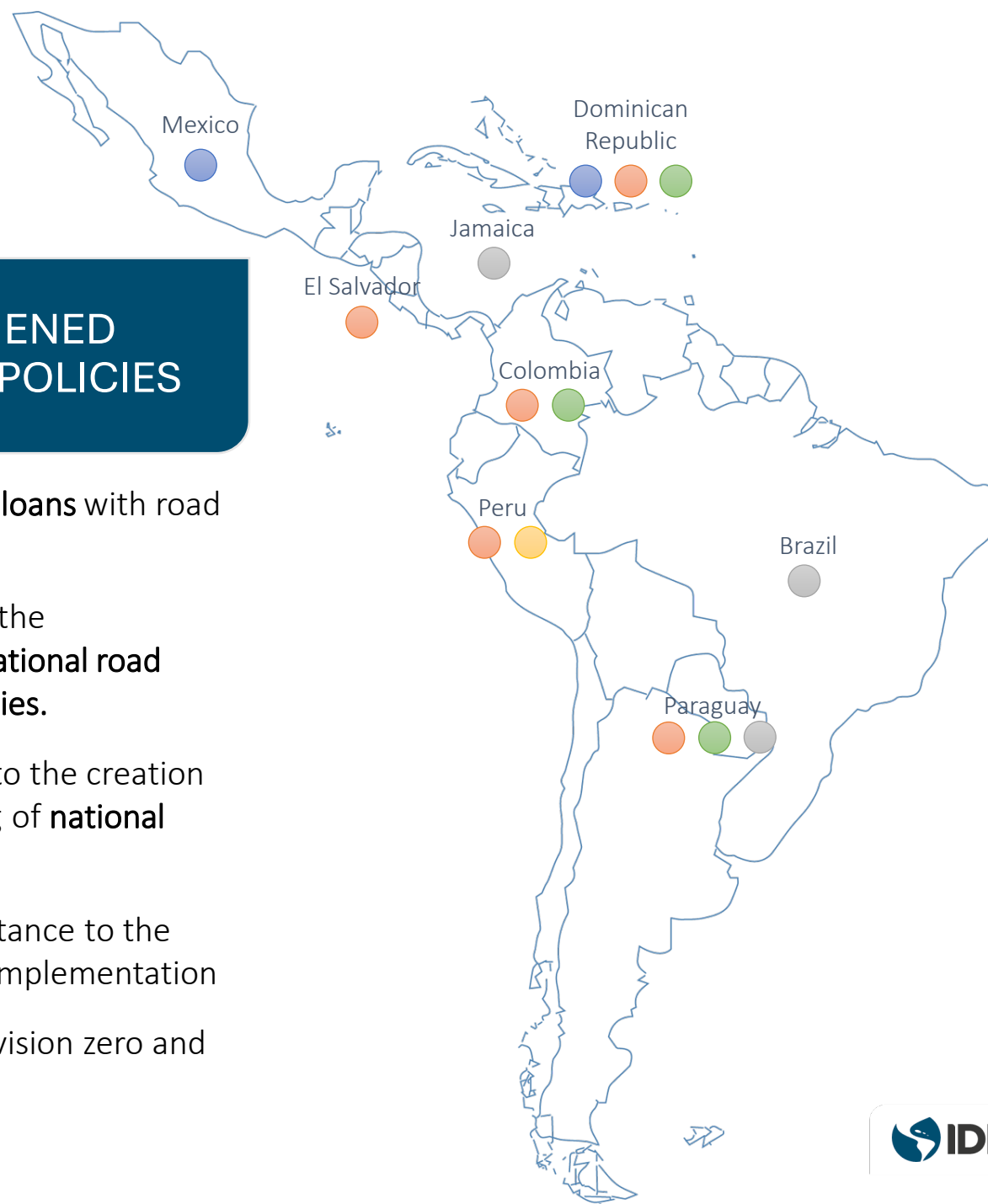
Compulsory motor insurance is one of the mechanisms to **compensate road crash victims** and **fund post-crash care**.

Support for the **participatory development** of compulsory motor insurance policies in **Paraguay, Honduras, Peru, Costa Rica, El Salvador, Jamaica, and Guatemala**.

Placing compulsory motor insurance as one of the road safety issues in the Global Road Safety Agenda.

## STRENGTHENED ROAD SAFETY POLICIES

- Current **policy-based loans** with road safety targets.
- Technical support to the implementation of **national road safety plans and policies**.
- Technical assistance to the creation and/or strengthening of **national road safety agencies**
- Comprehensive assistance to the road safety strategy implementation
- **Capacity building** on vision zero and safe systems



# Urban Mobility





# Urban Mobility

## SAFE MOBILITY FOR CHILDREN

### Regional Policy Laboratory for Safe School Mobility:

The initiative aims to improve and strengthen safe school transportation across **Brazil, Colombia, Peru, Dominican Republic, and Argentina.**

Monitoring and evaluation efforts will focus on tracking the **health, education, and well-being benefits** of safe school mobility programs implemented in the region.

## MOTORCYCLIST' SAFETY INITIATIVE

**Motorcycles in Latin America:** Published in 2022, the report offers a **comprehensive diagnosis** and outlines **best practices** for protecting motorcyclists in the region.

### Motorcyclists' Safety Plans:

Technical assistance provided for the development of **Medellín** and **El Salvador** plans. The latter was launched in June 2024, with ongoing support for its implementation.

## SAFE SYSTEMS APPROACH FOR LOCAL GOVERNMENTS

Development of **guides and tools** to assist local governments in creating and implementing **road safety plans and actions.**

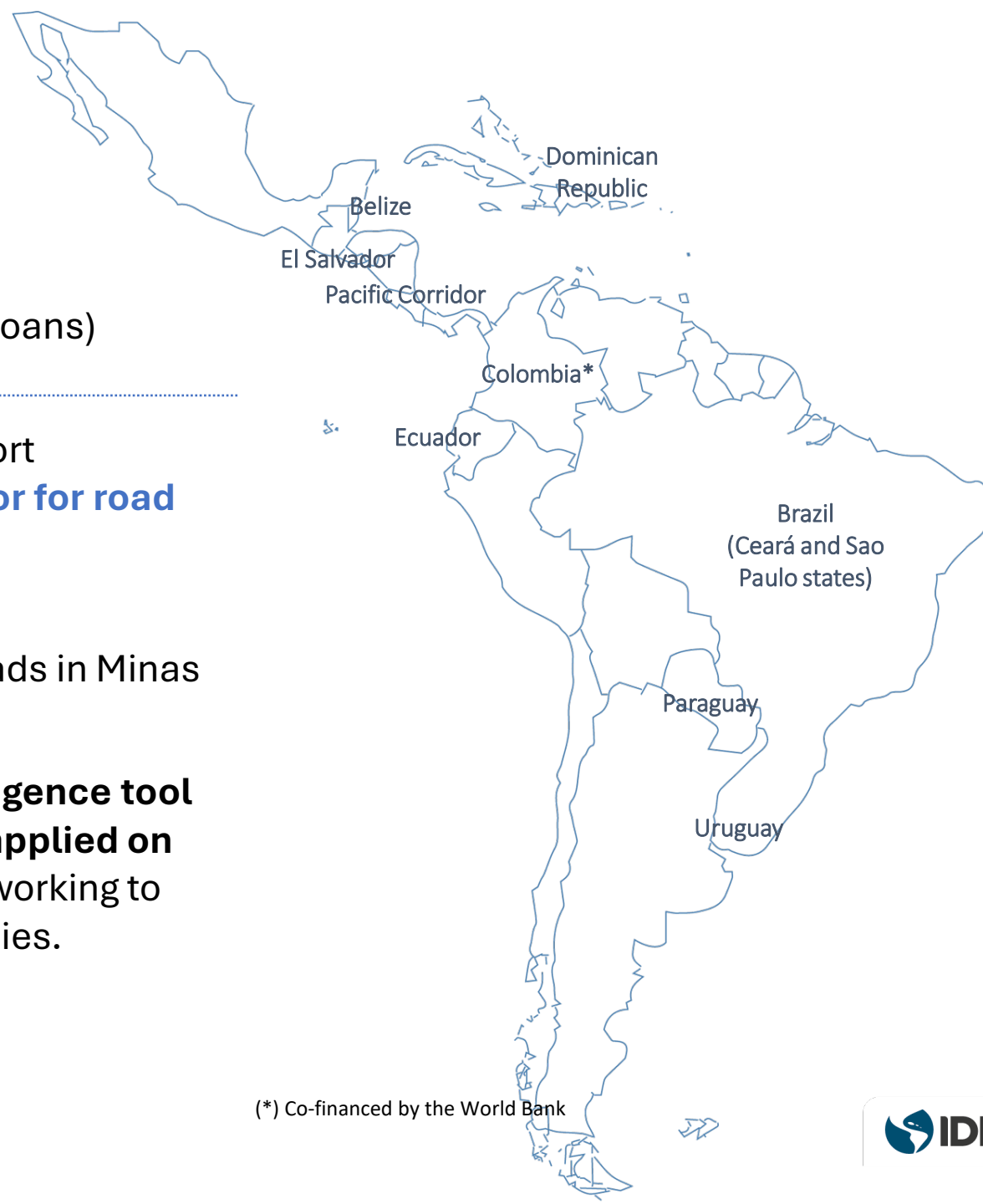


# Safe Infrastructure



# Safe Infrastructure

- Since 2010, the IDB has financed (directly or through loans) **40,000 km of road safety assessments**.
- **Star Ratings** have been included in IDB's road transport operations, public and private projects, as an **indicator for road safety improvement**.
- **The iRAP metric** is been considered as a **KPI for road concessions** structured with the support of IDB in roads in Minas Gerais, Santa Catarina, and Panamá.
- The IDB has developed **VíaSegura**, an **artificial intelligence tool** which **automates part of the iRAP coding process**, applied on **10,000 km of roads in Brazil**. Now, IDB and iRAP are working to mainstream the use of tools by iRAP certified companies.



(\*) Co-financed by the World Bank

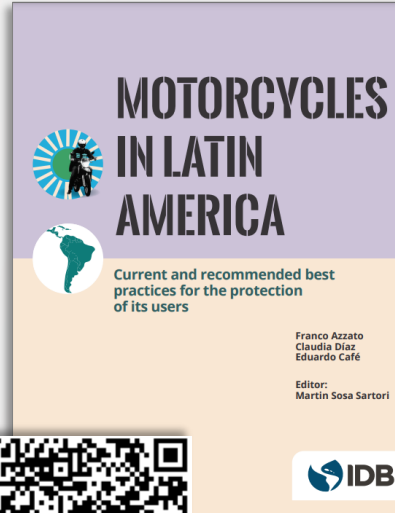
# Partners



# Featured Publications



Road Safety in Latin America and the Caribbean



Motorcycles in Latin America



Tools for the Implementation of Safe Routes to School



Compulsory Motor Insurance and Road Safety

Thank you!