

— Report on the Decade of Action for Road Safety

Progress and Challenges
from the Perspective
of Ibero-American
Victims' Associations



Fundación
MAPFRE



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Foreword

Although I consider myself to be a very fortunate person and I try to maintain a positive attitude, I have to recognize that there are many things in life that I am not especially happy with, and this job is one of them. And the reason for that is that because in spite of certain notable achievements, I do not believe we have progressed enough. It almost hurts me to reread the Declaration of Medellín of 2010 and its demands, right back at the beginning of the decade, and realize that the road ahead of us is still very much longer than the distance we have already travelled. Despite the fact that many of us, and here I would like to specifically mention Fundación MAPFRE and all the people who work there, have done everything within our remit to make a contribution, I believe that the only people who have really achieved anything during this decade are the FICVI and the victims' associations who, in that same declaration, stated their "commitment to collaborate with responsibility and a constructive spirit in all the programs and actions that are implemented in favor of road safety, and also to serve as the critical conscience of society in the face of the tragedy of traffic accidents and their unacceptable consequences".

Nonetheless, I would like to highlight some of the key achievements among those mentioned in this report. Firstly, we have to acknowledge that, according to the latest report from the World Health Organization, some 1.35 million people currently die each year as a result of traffic accidents, and that the forecast at the start of the decade was that this figure could rise to 1.9 million. That is a very significant difference.

Next, I believe that another of the notable landmarks in this decade in the Ibero-American region has been the creation of the Ibero-American Road Safety Observatory (OISEVI), a regional observatory that is unique in the world (saving the research projects developed in Europe) which is now providing a model for the startup of many other regional observatories in Asia and Africa. Indeed, Fundación MAPFRE strongly supported the creation of this organization and several of its initial meetings, as did the Spanish General Directorate of Traffic (DGT) and other entities such as the World Bank and the Ibero-American General Secretariat (SEGIB). The recent announcement by SEGIB that it intends to move forward on a regional road safety program in conjunction with the OISEVI undoubtedly gives new cause for hope.

Another of the most noteworthy achievements are the efforts made by the Mónica Licona Foundation in Panama (an organization with which Fundación MAPFRE collaborates in educational activities, along with other Panamanian organizations) to ensure that all the presidential candidates in the national election together signed an agreement setting out specific road safety actions, as mentioned in this evaluation document. This is clearly a global example of the achievements that can be made thanks to coordinated action between civil society and victims' associations, which I sincerely hope will proliferate in the coming years. Our hope now is that our governments will not fall short of their civil societies.

The start-up of the Latin NCAP program is undeniably another clear sign of progress in this decade of action in the region, and once again this program has enjoyed the wholehearted support of Fundación MAPFRE since its inception. Nonetheless, although this pillar of action may not have been completely

abandoned, it must be said that the lack of action by many, if not all, the countries when it comes to adopting international vehicle safety regulations is extremely disheartening.

We might say the same about the systems for obtaining a driver's license in the region, and here I shall simply quote one of the statements in this evaluation, which comes from a 2016 report on the situation in this respect: *"Seven years have now passed, and some countries have started moving forward while others are still at the starting line. Some are even moving in the opposite direction to what was agreed"*. This leaves me speechless when we are dealing with an issue as fundamental as this one.

And what can we say about Pillar 5 of the Decade of Action, which focuses on post-accident care? This has been described as the forgotten pillar, the incomplete pillar... and even in the most recent years it has not been tackled to anywhere near the extent that it deserves. In this respect, the Ibero-American Comprehensive Guide for Traffic Crash Victims, drawn up by the FICVI and Fundación MAPFRE, has unquestionably provided one of the biggest global contributions on this subject. The development in various countries, a notable example being Argentina, of Comprehensive Assistance Units for Traffic Accident Victims is most certainly another of the great achievements of the FICVI in this decade that we will shortly be concluding.

There are many other examples of targets that are yet to be reached and of tremendous achievements made by the members of the FICVI. As we say in Spain: *"olé"* to each and every one of you. I will leave the reader to learn about these other success stories for themselves. I trust that this document will make itself heard, loud and clear, across the world, particularly at the third Global Ministerial Conference on Road Safety which is to be held in Stockholm, Sweden (www.roadsafetysweden.com) in February 2020.

It is essential that their conclusions are widely disseminated and that they serve to build a better world in the coming years. The petition with which we are closing this regional evaluation should be adopted by every actor and country in the region, and must be implemented in our everyday lives immediately, without delay. Because any delay means adding further to the tally of victims.

The next decade or decennial, or whatever we choose to call it, must not be an inadequate decade, having failed in many aspects; it must be the decade that powers us towards Goal Zero, the only ethically acceptable goal, as everyone who forms part of the FICVI and its member associations know full well. It must be the Decade of Achievements, rather than the Decade of Action. If all of us put our minds to it, we can take another great step forward for humanity.

Be that as it may, I would like my final words in this somewhat bittersweet prologue to be in recognition of the FICVI, its associations and all the people who belong to them. While the forecast was that up to 1.9 million people would die every year in traffic tragedies, the latest report from the WHO gives this figure as 1.35 million; this means that more than half a million lives are being saved each year thanks to your work on everyone's behalf.

Jesús Monclús
Director, Prevention & Road Safety, Fundación MAPFRE

Executive overview

It has taken more than a century to recognize the human tragedies caused by road traffic. Global awareness is only a very recent thing.

It was not until 2004 that the Director-General of the World Health Organization (WHO) denounced the pandemic, berating countries with the words: *“Road safety is no accident. We have the knowledge to act now. It is a question of political will”*.

In 2009, in Moscow, the first Global Ministerial Conference on Road Safety recognized the associative movement as a valid and necessary participant in the debate on road safety. And on 11 May 2011, in Mexico DF, during the launch of the Decade of Action for Road Safety which set out the road map to be followed, the FICVI had the enormous privilege of bearing the banner of civil society. It was a hugely important and very moving event, in the presence of many international authorities; a day which, for us, represented a huge sense of hope and commitment to the future. These were our words at that time: *“We firmly believe that it is only through joint action that we can avoid this. We are committed to collaborating with responsibility and a constructive spirit in all the programs and actions that are implemented in favor of road safety. We are also committed to serving as the critical conscience of society in the face of the tragedy of traffic accidents and their unacceptable consequences”*.

On that same day, the FICVI and the Road Safety Institute of Fundación MAPFRE signed their first agreement to jointly develop various projects, support that it has continued to provide over all these years which demonstrates the unwavering commitment of Fundación MAPFRE to road safety and the victims of road violence.

This has enabled us to fulfil our commitments and work during all these years on Pillar 5, publishing four reports, the most important of which, the *Ibero-American Comprehensive Guide for Traffic Crash Victims*, has been recognized by the United Nations Road Safety Collaboration (UNRSC) and distributed in more than 20 countries, having been translated into English and Portuguese..

However, despite all our hard work and dedication, at the end of the Decade we find ourselves faced with very poor results: we have not achieved the targets set, as the last WHO report estimated that there were more than 1,355,000 fatalities in 2018 and over 50 million people incurred serious injuries in traffic accidents.

This report seeks to provide an overview from the victims' perspective, based on the figures provided by governments and our own experience, which will enable us to establish whether there has been any progress or not on the subject of road safety in the Ibero-American region so we can jointly consider the search for solutions.

Analyzing the current situation in the countries that make up the FICVI opens up a new horizon for correcting mistakes and implementing urgent and necessary measures to help us achieve new goals.

The Sustainable Development Goals 2030 (SDG) represent a challenge for society worldwide, but most importantly they represent a series of obligations and commitments that must be adopted by our governments.

We reiterate our assertion: *it is only with political will that we will achieve our objectives: zero traffic victims.*

The victims' associations in the Ibero-American region have become stronger during the Decade of Action and have managed to retain their critical and constructive spirit, undertaking voluntary work which in some countries, such as Chile, has even managed to influence public policies with the Emilia Law and the CATI Project.

Others have positioned themselves as a point of reference on road safety for civil society, such as the APASIT association in Guatemala and Panama, where the Mónica Licona Foundation helped to get a National Agreement on Road Safety signed, among other actions.

In addition, the creation of a Federal Network of Assistance for Traffic Accident Victims in Argentina, instigated by the FICVI in collaboration with the National Road Safety Agency (ANSV), is the most significant example of collaboration between civil society and the specific commitment of a State institution.

We demand this essential collaboration, because we still believe that the firm civic, ethical and *political* commitment of all the actors involved will achieve the targets we have set; we know that traffic accidents are avoidable and it is our responsibility, as civil society, as well as the responsibility of those who govern us, to commit to implementing actions of solidarity, harmony and respect for human life on our roads.

I AM COMMITTED – ARE YOU?

Jeanne Picard Mahaut
President of the FICVI

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Because we refuse to accept the unacceptable, we have decided to join forces in a joint Ibero-American action in the firm belief that civil society is a key actor in denouncing the absence of public road safety policies and can exert considerable pressure against the disregard of public institutions and the oblivion into which the victims of road violence have been cast.

Given the global reality in which we live, the response of civil society must be a global one, and this means working together in a coordinated way.

The report

Developed countries have been implementing road safety measures for years. Thanks to these measures, we not only have valuable knowledge about which ones work best, but also specific examples from which other countries can learn. Even so, the number of fatalities in traffic accidents has remained fairly constant since 2007. The fact that there has not yet been a drop in traffic accidents worldwide (1) highlights the need to find ways of strengthening the implementation of effective interventions.

Traffic accidents are a fact of everyday life, but they are also predictable and avoidable, as shown by the significant body of data available on the main risk factors and on effective road safety measures that work in practice.

In response to an invitation from Fundación MAPFRE, this document addresses the current situation regarding the progress made during this Decade of Action for Road Safety 2011-2020 from the point of view of Ibero-American victims' associations, and looks at the challenges that we still have to overcome in order to meet the targets established in the Sustainable Development Goals (SDG) 2030.

Objective

To identify the progress achieved and the challenges that still exist in the framework of the activities of the 5 Pillars of the Decade of Action for Road Safety in the Ibero-American region, from the perspective of the victims' associations that form part of the FICVI.

Specific Objectives

1. To identify the best practices implemented in the Ibero-American countries that form part of the FICVI (Argentina, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Guatemala, Mexico, Panama, Paraguay, Portugal, Uruguay, Spain and Venezuela) within the framework of the Decade of Action.
2. To identify opportunities for action based on the objectives proposed in each of the Pillars of the Decade of Action and in the SDG 2030.
3. To formalize a series of conclusions and recommendations for the adoption of future actions.
4. To prepare a petition based on the Report to be presented at the third Global Ministerial Conference on Road Safety to be held in 2020.

Methodology

1. Analysis of the reports of the World Health Organization (2009, 2013, 2015 and 2018) at a global level, and of the Pan American Health Organization (2009 and 2018) for the Americas, given that these are based on figures provided by governments.
2. Analysis of noteworthy actions taken from the official portals of governments, civil society associations and private organizations.
3. Testimonies from the FICVI associations.

This work features some of the testimonies provided by civil society associations in relation to their experience with the situations resulting from traffic accidents in which they were involved.

●● I have changed completely; before, I was a happy woman with a family; now, after Ariel's death, I am left with nothing, I feel that I don't even have a family anymore. I feel bereaved, impotent, I no longer have anyone to fight for.

Marta, mother of Ariel. Ecuador

Notes

1. The simple and comparative tables in this report were compiled in-house based on the data published by the World Health Organization (WHO) in its Global Status Reports on Road Safety for 2009, 2013, 2015 and 2018, and those published by the Pan American Health Organization (PAHO) for 2009 and 2018. In both cases, according to these organizations, the data were provided by a national coordinator identified by each country. Consequently, the authors of this report cannot accept any responsibility for the accuracy of these data.
2. The following points should be noted with regard to the figures published by the WHO in 2018: In drawing up this report, three main data sources were used: a) data gathered from self-administered surveys from which replies were received from 175 Member States; b) data collected from data bases with public access, including the database of the United Nations Economic Commission for Europe on road traffic conventions, governmental websites and specialist organizations such as the

Global New Car Assessment Program (Global NCAP) and on-road inspection data compiled by the International Road Assessment Program (iRAP) to measure the safety levels of different road users; and c) world health estimates generated by the WHO's Department of Information, Evidence and Research. For this report, we used the data from 2018 to review vehicle standards, and from 2017 to review legislation, traffic regulations and road safety standards; the information on post-accident care and mortality estimates are based on data from 2016 (2).

Expected Results

1. Diagnostic document on the situation in the Ibero-American region in relation to the five pillars proposed for the Decade of Action for Road Safety.
2. Document/petition on the points for action demanded by the associations of the FICVI with a view to the third Global Ministerial Conference on Road Safety next year.

The first draft was sent for revision in July and the final document in September.

The report will be published in February 2020 on the occasion of the third Global Ministerial Conference on Road Safety in Stockholm, Sweden.

Background

Road safety from the victims' perspective

Traffic accidents are violent, unexpected events that cause immense family tragedies when a loved one is killed or suffers life-changing injuries.

Traffic accidents are, above all, individual and family catastrophes, yet forgotten and silenced. In most cases they receive no redress due to the indifference of political powers and the apathy of society, piling even more pain upon those who are already suffering. In a scenario of impotence, helplessness and lack of information, the families affected are unable to find the support they need from the legal system or the social and healthcare services.

In 2010, fifteen civil society associations, mainly comprising the victims of traffic accidents in the Ibero-American region, met at the first Ibero-American Meeting in Medellín (Colombia) and decided to found the Ibero-American Federation of Victims' Associations Against Road Violence (FICVI).

Declaration of Medellín (3)

Traffic accidents and their *unacceptable* consequences constitute one of the main *socioeconomic and public health problems* in the Ibero-America region. For every fatality, there are at least five victims with serious injuries who have to live with the consequences for the rest of their lives.

Ibero-American society in the twenty-first century cannot continue to be subject to this pandemic. Technical and scientific advances, as well as timely actions and social organizations in other countries, have shown us that traffic accidents *are avoidable*.

Consequently, the fight against traffic accidents must involve the determined civic, ethical and political commitment of all social actors.

We understand the tragedy behind every accident and we need to mobilize ourselves to *achieve our main objective: ZERO VICTIMS*, to ensure that no-one else has to suffer the pain of this scourge of society.

We have come together in the city of Medellín to make an urgent call to action to all our citizens, leaders of the different governments and society as a whole to fight against road violence.

1. We demand that our governments commit to making road safety a *priority state policy*.
2. We demand that our governments set up *National Road Safety Observatories* in each country so that civil society has access to reliable data and information for decision-making and preventive actions.
3. We demand that our governments include *highway education* at every level of the educational system.
4. We demand that our governments implement a *strict and rigorous system for issuing driving licenses*.
5. We demand that the public authorities control and severely punish *reckless drivers* who endanger the lives of other people, even if their actions have not caused traffic accidents.
6. We demand that a section is included in the Criminal Code for *crimes against road safety* that allows exemplary penalties to be applied to educate the general public, prevent accidents and deter dangerous driving.
7. We demand that our governments allocate the necessary *economic resources* to guarantee people's right to safe and sustainable mobility.
8. We demand that our governments provide an *effective health care protocol* for both immediate post-accident and subsequent post-hospital care.
9. We demand that our governments improve the *safety of road infrastructures* and establish and regulate the technical conditions that vehicles should meet.

We firmly believe that *every individual has been, is, or could be a victim* and that it is only by joint, concerted action that can avoid this. We are committed to collaborating in a responsible and constructive spirit with all the programs and actions that are implemented in support of road safety. We also undertake to serve as the critical conscience of society in the face of the tragedy of traffic accidents and their unacceptable consequences.

To do so, we propose creating an Ibero-American federation of civil society associations against traffic accidents, and we call upon the whole of society to join us in this commitment.

In 2013, on the occasion of the third Ibero-American Road Safety Meeting (EISEVI) held on 8-9 May in Buenos Aires, Argentina, the FICVI lodged a petition entitled *If they can be avoided, they are not accidents* (4) with the Road Safety authorities, which upheld previous petitions and went into even greater depth.

In 2015, at the second Global Ministerial Conference on Road Safety, held in Brasilia on 18 and 19 November, the FICVI presented its petition entitled *Commitment to Life* (5).

Today, ten years later, both the Declaration of Medellín and the subsequent petitions are more relevant than ever, because we believe that *it is the duty and a moral obligation of our governments to ensure that no other person has to suffer the pain of this pandemic that is the scourge of every person and every country alike, but which is tragically exacerbated in low-income countries where the most*

vulnerable are condemned to even deeper poverty. We need to prioritize the safe mobility of our citizens above any other consideration.

Overall situation of road accidents in the Ibero-American region

The Global Status Report on Road Safety 2018, published by the World Health Organization (WHO) (6) in December 2018, highlighted the fact that the number of annual fatalities caused by traffic accidents had reached 1.35 million.

Injuries related to road accidents are now the main cause of death among people aged 5-29. This burden disproportionately affects pedestrians, cyclists and motorcyclists, especially those who live in developing countries. These tragic consequences of mobility are unacceptable, especially when there are efficient measures to prevent these deaths. These include strategies to tackle speeding and alcohol consumption when driving, among other behavior; the creation of safer road infrastructures such as dedicated lanes for cyclists and motorcyclists; better regulations for vehicles, such as those that require electronic stability controls; and improved medical care for the victims. It is necessary to take drastic action to implement these measures in order to save lives and comply with any global objective that might be established in the future.

Some 11% of the world's road traffic fatalities take place in the Americas, which includes countries such as the United States and Canada, accounting for almost 155,000 deaths. This figure corresponds to 13% of the total world population and 25% of the total number of registered vehicles. This region has the second lowest road accident fatality rate in WHO regions, with a rate of 15.6 per 100,000 inhabitants.

Some 34% of the deaths caused by road accidents are car occupants, while 23% of them are motorcyclists. The percentage of pedestrians is 22%, while cyclists account for 3% and the remaining 18% of fatalities correspond to "other or non-specified categories".

●● The whole family was left completely helpless, as if we were shipwrecked in the middle of the ocean. ●●

Edit Rissi, mother of Florencia, Argentina

Global initiatives

In the last 40 years, many regional and global road safety initiatives have been instigated. On World Health Day in 2004 (7), the publication of the “World Report on Road Traffic Injury Prevention” (8) by the World Health Organization (WHO) and the World Bank served as a catalyst for action. The report emphasized the role of many sectors in the prevention of injuries caused by traffic accidents, describing the fundamental concepts of their prevention, the magnitude and consequences of these injuries, and the main determining and risk factors, and put forward effective intervention strategies. The report serves as both a promotional tool and a technical document, and contains six main recommendations on what countries can do to tackle the problem of injuries caused by traffic accidents.

In May 2004, the World Health Assembly passed resolution WHA 57.10 (9), which accepted the invitation of the UN General Assembly for the WHO to coordinate matters of road safety. The resolution on road safety and health also called upon member states to put a *priority on road safety as a matter of public health* and to do everything necessary to implement measures of proven efficacy in minimizing the injuries caused by traffic accidents.

In October 2005, the General Assembly passed Resolution 60/5 (10) which highlighted the importance of member states paying special attention to the prevention of traffic-related injuries. In this Resolution, the Assembly invited regional commissions and the WHO to jointly organize the first *United Nations Global Road Safety Week* and invited Member States and the international community to recognize the third Sunday of November each year as the *World Day of Remembrance for Road Traffic Victims*.

On 31 March 2008, the UN General Assembly adopted Resolution 62/244 (11), entitled “Improving global road safety”, the third significant resolution on this issue, which reiterated the importance of dealing with matters relating to road safety worldwide and the need to continue strengthening international cooperation and sharing knowledge on road safety issues, and to increase financial support in this respect, taking into account the needs of developing countries. The Assembly’s resolution also welcomed the offer by the Government of the Russian Federation to act as host in 2009 of the *first global ministerial conference on road safety*. The Assembly also asked the Secretary-General to report back to it at the sixty-sixth session on what progress had been made on improving road safety.

In 2011, the FICVI bore the banner representing civil society organizations at the launch of the *Decade of Action for Road Safety* in Mexico D.F. (12). This was a day full of hope, because at last the road map to follow was being marked out at a global level, with the definition of five pillars of action to be fulfilled to reduce the number of fatalities and injuries from traffic accidents. However, in 2015, the Declaration of Brasilia (13) acknowledged the failure of the Decade of Action: “There is still a long way to go, because at the halfway point we have not yet achieved even one of the targets set”. For this reason, the end date was extended to 2030, with the inclusion of objectives and targets 3.6 and 11.2 in the *Sustainable Development Goals*, thus including road safety along with the development of cities in a much broader and more ambitious framework on a global scale.

●● The death of Luis Fernando affected us badly emotionally, it was a complete change; we moved from the city, changed jobs, changed schools. After the accident I couldn’t walk, or manage anything, or even write. I used to forget things; I felt like I wanted to die. ●●

Marta, mother of Luis Fernando. Mexico

FIGURE 1. JEANNE PICARD ACCEPTS THE DECADE OF ACTION FLAG AS PRESIDENT OF THE FICVI



Source: FICVI image bank.

FIGURE 2. SUSTAINABLE DEVELOPMENT GOALS AND ROAD SAFETY-RELATED TARGETS

Road safety and the sustainable development goals

3 GOOD HEALTH AND WELL-BEING



SDGs 3: Ensuring healthy lives and promoting the well-being at all ages is essential to sustainable development.

Goal 3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents.

11 SUSTAINABLE CITIES AND COMMUNITIES



SDGs 11: Make cities inclusive, safe, resilient and sustainable.

Goal 11.2: By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Source: United Nations Sustainable Development Goals.

Member States have taken measures to strengthen legislation, improve data collection and develop national and local road safety strategies and programs.

Despite this, road safety remains a matter of neglected, but increasingly important, public health and development. In this context, the victims of traffic accidents have been ignored and are still overlooked by political powers in many countries in the region.

The Decade of Action for Road Safety

A Framework for the Decade

The guiding principles on which the Plan for the Decade of Action were based are those of the “Safe System” approach, which aims to develop a road transport system that is better adapted to human error and takes into account the vulnerability of the human body.

The Safe System approach (see *figure 3*) provides a viable framework for examining the risk factors for road traffic injuries and related interventions from a holistic perspective.

FIGURE 3. SAFE SYSTEM

Source: Save LIVES. *A road safety technical package*. WHO, 2017.

The first entails accepting the possibility of human error and hence the impossibility of completely preventing traffic accidents. The purpose of a safe system is to ensure that road accidents do not cause fatal or serious injuries. The approach also recognizes that there are limits to the kinetic energy exchange that the human body can tolerate. All these factors constitute an important basis for designing road systems and other aspects, such as vehicles and the highway environment, which must all be harmonized to take into account these limitations.

Highway users, vehicles and the road network should be considered holistically by applying a wide range of interventions, paying greater attention to speed control and the design of vehicles and roads than the traditional approaches to road safety.

This approach entails transferring a large part of the responsibility of highway users to the designers of the road transport system, most notably those responsible for road management, the automotive industry, the police, politicians and legislative bodies. However, there are many other agents who also share responsibility in road safety, such as the health services, the judicial system, schools and NGOs. Highway users also have the individual responsibility of abiding by laws and regulations.

The plan for the Decade also recognized the importance of local and national involvement and the participation of different sectors and agencies. Activities aimed at achieving the purpose of the Decade should be carried out at the most appropriate level and should also encourage the participation of different sectors (transport, health, police, justice, urban planning, etc.). The intention was also to include non-governmental organizations, civil society and the private sector in the development and execution of national and international activities aimed at achieving the purpose of the Decade of Action.

Purpose and specific objectives

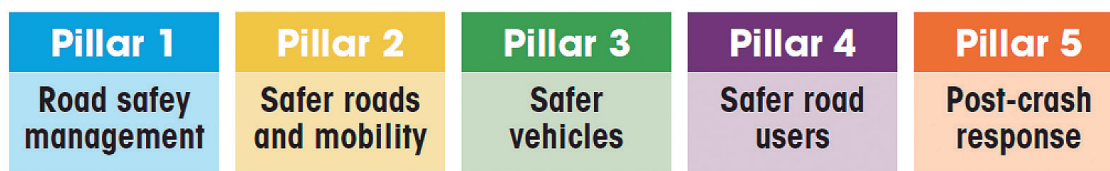
The general purpose of the Decade was to stabilize and subsequently reduce the projected death toll from traffic accidents worldwide before 2020. This would be achieved by:

- Formulating and implementing sustainable road safety strategies and programs;
- Setting an ambitious yet feasible goal of reducing the number of deaths from traffic accidents before 2020 based on the current frameworks of regional targets related to victims;
- Strengthening infrastructures and management capacities for the technical implementation of road safety activities at national, regional and global levels;
- Improving the quality of data collection at national, regional and global levels;
- Monitoring progress and performance through a series of pre-established indicators at national, regional and global levels;
- Promoting greater financing for road safety and better use of existing resources, with a particular emphasis on ensuring a road safety component in all road infrastructure projects.

Activities and Indicators

The activities during the Decade were intended to take place at local, national and regional levels, but the emphasis was mainly on local and national measures. Countries were encouraged to carry out activities in accordance with the following five pillars, within the legal framework of their local and national authorities:

FIGURE 4. PILLARS OF THE GLOBAL PLAN FOR THE DECADE OF ACTION FOR ROAD SAFETY 2011-2020



INTERNATIONAL COORDINATION OF ACTIVITIES

Source: *Save LIVES. A road safety technical package*. WHO, 2017.

On a national level, countries were encouraged to implement the five proposed pillars based on the recommendations of the abovementioned global report on the prevention of road traffic injuries.

Countries were expected to consider these five areas within the framework of their own national road safety strategy, their capacity in this area, and their data collection systems.

In addition, the Plan proposed monitoring progress in order to meet the purpose of the Decade of Action, establishing a series of core and optional indicators for each of the proposed pillars (see *annex I*), while at the same time establishing three evaluation measures, these being:

- 1.** Monitoring the indicators;
- 2.** Tracking the milestones associated with the Decade;
- 3.** Evaluating the Decade midway through and at the end of the period.

The situation in the ibero-american region

Based on the objectives and actions proposed in the Decade of Action for Road Safety, we will review the activities proposed in each Pillar (see *annex II*) and their level of compliance in each of the countries surveyed from the perspective of accident victims and their families.

Based on the review of the work done to date, we can reach two conclusions:

1. The main objective of the Decade of Action has not been reached; the global figures for fatalities and injuries have not only not decreased but have actually increased;
2. The region's governments still have a very important duty in terms of the implementation of measures of proven efficacy to reduce the number of deaths and injuries due to road accidents.

As the representatives of associations of road accident victims and their families, we believe that this issue has not been addressed with the level of seriousness and rigor it requires. There are numerous examples of the opportunities available to governments to implement low-cost actions with a high impact on preventing greater loss of life and life-changing injuries, and yet little has been done.

FIGURE 5. REMEMBRANCE OF A ROAD ACCIDENT VICTIM IN CHILE



Source: Image bank of the Emilia Silva Figueroa Foundation.

Pillar 1: Road Safety Management

This pillar proposed to: “Encourage the creation of multi-sector alliances and the designation of lead agencies that have the capacity to develop national strategies, plans and goals in the field of road safety and to direct their execution, based on data collection and evidence to evaluate the design of countermeasures and monitor their application and effectiveness”.

In May 2014, the Brazilian Minister of Health invited the FICVI, as part of the 68th World Health Assembly held in Geneva, to mobilize the Ministers of Health on Traffic Safety: “we ask you to place this global catastrophe at the center of priority State policies in every country: the Ministries of Health should not just be healing but also working on prevention, emergencies and improving post-accident care, because Pillar 5 is known as the *forgotten pillar*; the Ministries of Education need to work on social values; the Ministries of Public Works need to build more user-friendly roads; the Ministries of the Economy need to work on eliminating the enormous and intolerable cost of a GDP of 4% in the Americas; and not forgetting the Ministries of Justice, which are failing to protect the victims. And among their priorities they should put the values of civic behavior at the forefront, which will help to transform words into actions and make us all participants”.

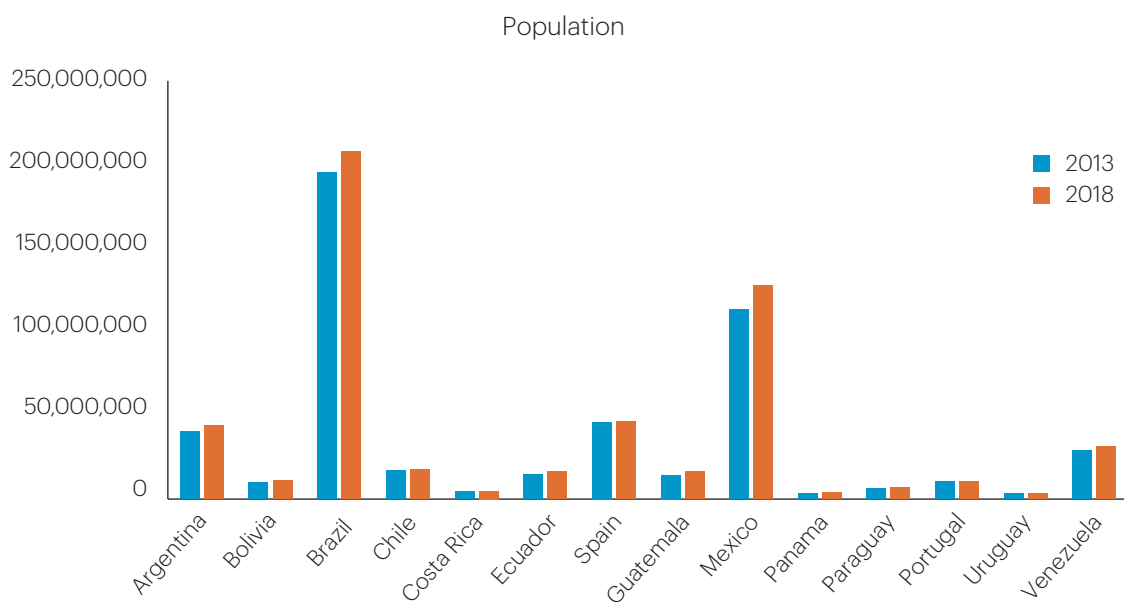
General Information

Traffic accident injuries are the second leading cause of mortality in young adults aged 15 to 29 in the Americas region. Almost half of all the fatalities caused by traffic occur among vulnerable users: pedestrians, cyclists and motorcyclists. Motorcyclists and pedestrians account for 23% and 22% of traffic fatalities respectively (15).

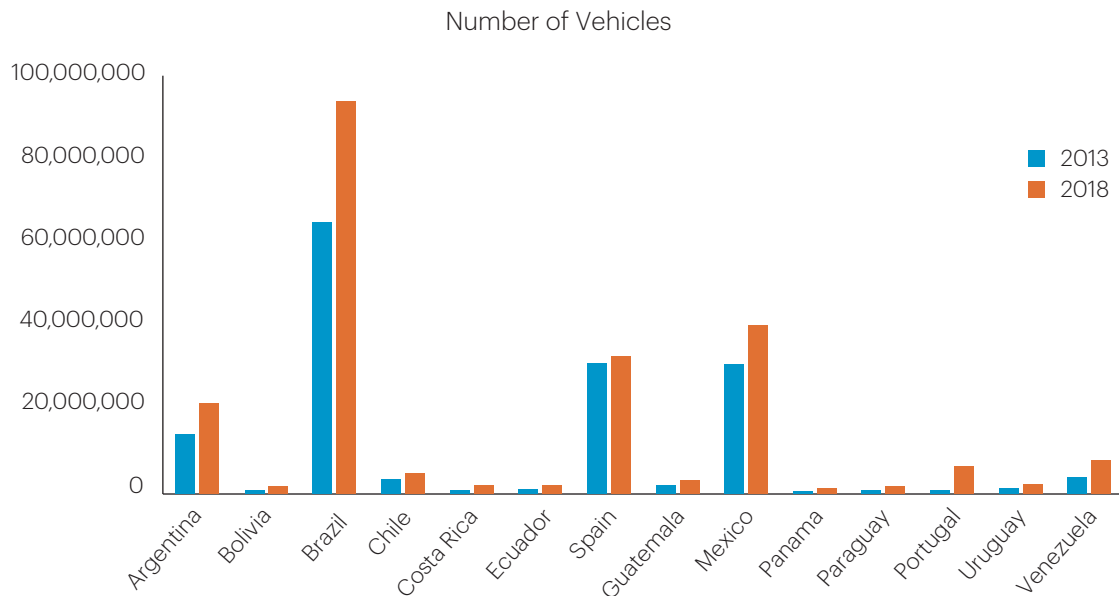
The more vulnerable users of the public highway (i.e. pedestrians, cyclists and motorcyclists) account for almost half of all traffic-related fatalities. There are several factors that influence their vulnerable status. Often, the design of vehicles and roads puts a priority on the movement of vehicles over the safety of pedestrians, cyclists and motorcyclists. Consequently, these vulnerable groups are less protected than car occupants and often have no choice but to use unsafe road infrastructures: for example, without separate lanes or pedestrian crossings, and with inadequate or non-existent sidewalks (16).

Tables 1 and 2 below show a comparison of the situation in terms of the total population and total registered vehicles in the 14 countries covered in this report (see *methodology*).

TABLE 1. COMPARISON OF TOTAL POPULATIONS 2013-2018



Source: Prepared in-house based on WHO reports for 2013-2018.

TABLE 2. COMPARISON OF TOTAL VEHICLES REGISTERED, 2013-2018

Source: Prepared in-house based on WHO reports for 2013-2018.

Lead agencies

Outcomes

In this context, we found that 11 countries (Argentina, Brazil, Chile, Costa Rica, Ecuador, Spain, Panama, Paraguay, Portugal, Uruguay and Venezuela) of the 14 in the study have complied with the creation of lead agencies in the field of Road Safety (see Table 3), while in two of them (Bolivia and Guatemala) these tasks remain in the hands of the police authorities and in one of them (Mexico) it is the responsibility of the Ministry of Health (see Table 4).

- ☺ **POSITIVE:** 11 of 14 countries in the study now have lead agencies on Road Safety.
- ☹ **NEUTRAL:** In the case of Mexico, the Road Safety strategy is coordinated by the Ministry of Health, which may well have a broader vision of the issue. The classification of “neutral” stems from the fact that although a specific guiding body has not been set up, at least the Ministry to which the task has been assigned has defined a working strategy and has implemented various actions.
- ⊖ **NEGATIVE:** Road safety in Bolivia and Guatemala is managed by their police authorities. Although, as in Mexico, these two countries have not set up a specific lead agency, the difference that has led them to be classified as “negative” is that the police authorities in charge of this area have not defined any kind of working strategy or implemented any actions appropriate to the existing problem.

TABLE 3. DETAILS OF THE COUNTRIES THAT HAVE SET UP LEAD AGENCIES

Country	Denomination	Web
Argentina	Agencia Nacional de Seguridad Vial (ANSV)	https://www.argentina.gob.ar/seguridadvial
Brasil 	Departamento Nacional de Tránsito (DENATRAN)	https://portalservicos.denatran.serpro.gov.br/#/
Chile	Consejo Nacional Seguridad Vial (CONASET)	https://www.conaset.cl/
Costa Rica	Consejo de Seguridad Vial (COSEVI)	https://www.csv.go.cr/inicio
Ecuador	Agencia Nacional de Tránsito (ANT)	https://www.ant.gob.ec/
España 	Dirección General de Tráfico (DGT)	http://www.dgt.es/es/
Panamá	Autoridad de Tránsito y Transporte Terrestre (ANTT)	http://www.transito.gob.pa/
Paraguay	Agencia Nacional de Tránsito y Seguridad Vial (ANTSV)	http://www.antsv.gov.py/
Portugal	Autoridad Nacional de Seguridad Vial (ANSR)	http://www.ansr.pt/Pages/default.aspx
Uruguay	Unidad Nacional de Seguridad Vial (UNASEV)	http://unasev.gub.uy/
Venezuela	Instituto Nacional de Transporte Terrestre (INTT)	http://www.intt.gob.ve/intt/?p=26324

Source: Prepared in-house based on the information provided by each country.

TABLE 4. DETAILS OF THE COUNTRIES THAT HAVE NOT SET UP SPECIFIC LEAD AGENCIES

Country	Denomination	Web
Bolivia	Viceministerio de Seguridad Ciudadana	www.policia.bo
Guatemala	Departamento de Tránsito de la Policía Nacional Civil	https://transito.gob.gt/seguridad-vial-para-todos/
México	Consejo Nacional para la Prevención de Accidentes (CONAPRA)	http://conapra.salud.gob.mx/

Source: Prepared in-house based on the information provided by each country.

The contributions of civil society

Conduciendo a Conciencia (Autonomous City of Buenos Aires, Argentina) (17)

On 8 October 2006, a bus of students, teachers and managers from the Ecos School in the Autonomous City of Buenos Aires (Argentina) was driving back to Buenos Aires.

At Km 690 on National Highway 11 in the province of Santa Fe, a fully-loaded truck driven by an inebriated driver crashed head-on into the bus, killing nine students, one teacher, the truck driver and his passenger.

Seven couples, the parents of the deceased children, and the widower of the teacher who died in the tragedy, formed a group and lodged a petition with the three governmental authorities: Executive,

Legislative and Judicial. Within two months they managed to get some 400,000 signatures and requested an interview with the then-president of Argentina. As a result of that meeting, the National Road Safety Agency (18) was instigated, which started operating in Argentina with funds allocated by law in 2008, two years after the tragedy.

FIGURE 6: LOGO OF THE CIVIL SOCIETY ASSOCIATION “CONDUCIENDO A CONCIENCIA” (ARGENTINA)



Source: Image bank of the Conduciendo a Conciencia association.

Mónica Licona Foundation (Panama City, Panama) (19)

On 3 April 2019, the presidential candidates signed the first National Agreement for Road Safety Education in Panama, instigated by the Pro Cultural Vial Network (REPROCUVI) of which the Mónica Licona Foundation is a member. The document calls upon the public authorities to take measures in promoting road safety education in Panama, and urges the presidential candidates to make a *commitment to putting road safety and its education in our country onto the State agenda*.

FIGURE 7. INVITATION TO SIGN THE NATIONAL AGREEMENT FOR ROAD SAFETY EDUCATION IN PANAMA



Source: Image bank of the Pro Cultura Vial network, Panama.

The signing of the Agreement represented significant progress in the country's approach to road safety and included very specific proposals for the presidential candidates for the 2019-2024 period, seeking their commitment to promote a responsible road safety culture and enforce compliance with the existing regulations on road traffic and sustainable urban mobility in the Republic of Panama.

This Agreement established 14 points that the presidential candidates for the 2019-2024 were urged to comply with in order to achieve the desired sustainable urban mobility, most notably:

1. Comply with the application of road regulations with certainty of punishment.
4. Set up specialized prosecutors' officers for traffic offences.
5. Create specialist care centers for road accident victims nationwide.
8. Incorporate road safety education into the national educational curriculum.
9. Adopt and ensure compliance with international safety standards governing vehicle imports.
11. Consider the promotion of initiatives such as cycle lanes to encourage the use of bicycles.

Víctimas de la Violencia Vial A.C. (Guadalajara, Mexico) (20)

On 11 February 2019, the proposal for a "General Road Safety Law" was presented to legislators of the Mexican Republic for presentation, discussion and, where applicable, approval in order to move forward on a national strategy to reduce fatalities and serious injuries from road accidents on the country's streets and roads. The initiative was put together by several civil society organizations¹, activists, victims' relatives, experts in mobility, transport and road safety, and the private sector in an undertaking of over four years to build legislation that would allow coordination between the different government departments to guarantee Mexicans' right to life and health when transiting the country's streets and highways.

The aim of the Law is to protect the life and physical integrity of people when journeying on the country's public highways by adopting a preventive approach that reduces risk factors by creating safe road systems and, above all, complies with the international commitments adopted by Mexico in relation to the Decade of Action for Road Safety 2011-2020, propounded by the World Health Organization and Agenda 2030 of the United Nations' Sustainable Development Goals.

The organizations involved believe that this Law is a first step to reduce the rate of road fatalities in Mexico, which amounts to around 16,000 people per year on average, making it one of the leading causes of death in the country and a serious public health and safety issue.

It should be noted that traffic accidents are the leading cause of death among Mexican children aged 5-9, and that injuries from traffic accidents are the second highest cause of death among young Mexicans aged 20-29, as well as causing losses of up to 1.7% to the nation's Gross Domestic Product (GDP).

During the delivery of this proposal to the legislators of various parliamentary parties, civil organizations called upon society to get involved in this issue and support its approval and implementation, since: "unfortunately, nobody today is exempt from being involved in a traffic accident in which they could die or be seriously injured. It is only with the very clear prevention measures envisaged in this Law and through public policies that we will manage to save thousands of lives".

The initiative was presented to the Senate and eight regional forums were held; the law is currently undergoing formal analysis and, when applicable, will be passed to the Senate for approval.

1. Participating civil society organizations: Bicitekas A.C., Céntrico, El poder del Consumidor, ITDP Mexico, Reacciona por la Vida, WRI Mexico, AMTM, Automex, Biverde, CADENA Puebla, Camina A.C., Chemalink, CESVI Mexico, CityEs!, Click, Cruz Roja, Ensenada Se Mueve, Entorno Industrial, Fundación Tláloc, Fundación Xihmai, Libre Acceso A.C., Manu Vive, Mexico Previene A.C., MOVAC, Movilidad y Desarrollo Mexico, Movilidad Lab, Movilidad para todos, Mujeres en movimiento, Red Urbana Capitulo Puebla, Refleacciona, Ruedas del Desierto, Salud crítica, Víctimas de violencia Vial A.C.; with the support of the international organizations Inter-American Development Bank (IDB) and Pan American Health Organization (PAHO) and dozens of civil associations in the different states of the Republic of Mexico.

Financing of Lead Agencies and the National Strategy

One of the activities proposed by Pillar 1 is to ensure that sufficient funds are available to implement the proposed activities.

Outcomes

According to available data, of the existing lead agencies, 13 countries (Argentina, Bolivia, Brazil, Chile, Ecuador, Spain, Guatemala, Mexico, Panama, Paraguay, Portugal, Uruguay and Venezuela) have a national strategy, of which four of them (Argentina, Costa Rica, Spain and Venezuela) are fully funded, nine of them (Bolivia, Brazil, Chile, Ecuador, Guatemala, Mexico, Panama, Paraguay and Portugal) are partially funded, and one (Uruguay) did not provide any data.

- ⊕ **POSITIVE:** An improvement compared to 2013 in terms of funding for both the lead agency and the strategies to be implemented.
- ⊖ **NEUTRAL:** In the case of Costa Rica, although the WHO reports of 2009 and 2018 state that the COSEVI does not have its own funding either for the lead agency or for the strategy to be implemented, sources from the Costa Rica organization state that the COSEVI does have financing of around \$USD 50 million.
- ⊖ **NEUTRAL:** Although Venezuela claimed it had a fully-funded strategy, this is questionable in view of the country's current economic situation, which is a matter of public knowledge.
- ⊖ **NEUTRAL:** In the case of Bolivia and Guatemala, it is interesting that they say they have a partially-funded strategy when they do not have any specific lead agency for road safety.
- ⊗ **NEGATIVE:** The funding allocation in Brazil for the strategy was reduced from full to partial funding.

In addition, Colombia, which is *not part of this particular study because it does not have an association to represent it in the FICVI*, does have a lead agency and a fully-financed strategy which is a positive fact (see "Best Financing Practices" later on in this section).

Taking as an example the situation of Costa Rica (with WHO reports stating that the lead agency does NOT have funding, while the COSEVI says that it does), the FICVI, as the responsible regional entity, believes it is an *urgent priority* to take action on gathering objective data, given that these are a critical component for achieving any future objectives.

Best Financing Practices

The National Road Safety Agency (ANSV) of Colombia was established by Law 1702 in 2013, and started operating in mid-December 2015. On its creation, this agency became the highest authority for the implementation of national road safety policies and measures in Colombia.

Article 7 of the Law that established the ANSV states: "created the *National Road Safety Fund* to finance the operation and investment of the National Road Safety Agency, which replaces the Road Safety Fund² created by Article 244 of Law 100 of 1993, the settlement of which is mandated according to this Law.

² The Road Prevention Fund Corporation, a private entity that was created in 1993 and operated from 1995, played an important role in protecting the lives of road users, although because it was a private entity it did not have the same opportunities or competences to act with the State's authority, or to coordinate the actions of entities involved in the planning, management, implementation and control of actions to guarantee road safety on the urban and rural highway network.

The National Road Safety Fund will be constituted with the resources corresponding to three percent (3%) of the premiums collected by insurance companies that operate the mandatory bodily damage insurance caused to people involved in traffic accidents - SOAT³.

...The National Road Safety Fund will operate under the authority, guidance and coordination of the National Road Safety Agency, which may only allocate up to one-third of the Fund's resources for operating expenses".

The fact that the Law for creating the lead agency itself establishes the method of financing this body guarantees the independence of management and the policies to be implemented in respect of the fluctuations in the allocation of its own resources and the lack of solid State policies on road safety.

● ● ...it's as if we have some kind of contagious disease, as people treat us with pity.



Diógenes and Jacqueline Casagrande. Brazil

Data Management

Indicators are measurement instruments that can be used to describe and understand how the quality of a particular system or activity works. In the specific area of health, they provide information on various aspects of the population's state of health. They try to measure or objectify, either quantitatively or qualitatively, collective events (especially biodemographic ones) in order to support political actions, evaluate achievements and set goals. The World Health Organization (WHO) defines them as "variables that serve to measure changes".

Indicators are an essential element in the production of health evidence.

Regrettably, progress in the management of road accident data and indicators is not equal in every region and at every income level: the progress made in recent years in reducing traffic-related fatalities varies considerably from one region to another and from one country to another.

In the countries covered in this report, there were 81,239 fatalities in 2013 and 80,390 in 2018.

As shown in Table 5 below, the countries that made the biggest contribution to the drop in fatalities, from highest to lowest were: Mexico (-1,781), Spain (-668), Venezuela (-686), Ecuador (-425), Portugal (-178), Uruguay (-110), Bolivia (-35) and Paraguay (-4).

3. This is the Mandatory Traffic Accident Insurance; it is mandatory for all vehicles that use the roads in Colombia and is responsible for covering injuries caused by traffic accidents. It includes pedestrians, drivers and passengers.

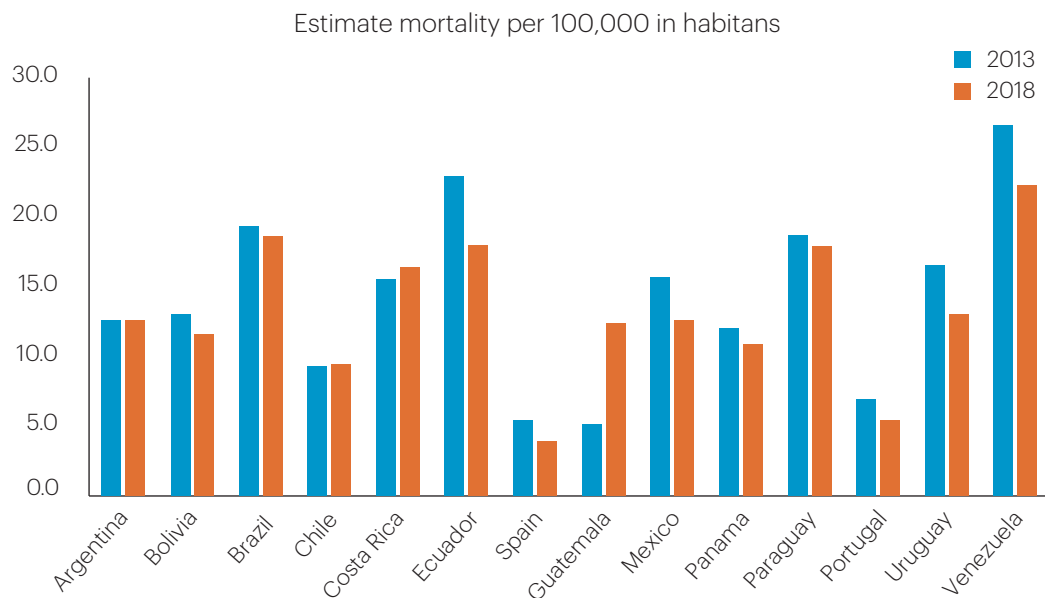
Those which made the biggest contribution to an increase in fatalities, from highest to lowest, were: Guatemala (+1,321), Brazil (+1,057), Argentina (+436), Chile (+80), Costa Rica (+74) and Panama (+18).

TABLE 5. COMPARISON OF THE NUMBER OF FATALITIES, 2013-2018



Source: Prepared in-house based on WHO reports for 2013-2018.

TABLE 6. COMPARISON OF ESTIMATED MORTALITY PER 100,000 INHABITANTS, 2013-2018



Source: Prepared in-house based on WHO reports for 2013-2018.

Outcomes

- ⊗ **NEUTRAL:** Mexico, Venezuela, Ecuador, Portugal, Uruguay, Bolivia and Paraguay show a drop in the total fatalities in the comparison between 2013 and 2018. This information is regarded as neutral because it was not possible to conduct an external audit of the data presented.
- ⊗ **NEGATIVE:** Guatemala, Brazil, Argentina, Chile, Costa Rica and Panama experienced a rise in total fatalities in the comparison between 2013 and 2018.
- ⊗ **NEGATIVE:** Despite the efforts made by the Ibero-American Road Safety Observatory (OISEVI) (18) to unify criteria and train the relevant people in handling data, there has not been a uniform improvement in the quality of these data in the countries that make up the regional association.
- ⊗ **NEGATIVE:** Several countries have still not managed to improve the quality of their data on road accidents; by way of example, the Technical Secretariat of the National Council for the Prevention of Accidents (STCONAPRA) in Mexico (21) estimates that there is under-registration of the statistics relating to road accidents of approximately 40%, which demonstrates that these data show only a partial view of reality (22).

We believe that data management MUST improve in order to implement effective public policies.

The data from the *Status of Road Safety in the Region of the Americas report*, published in June 2018 by the Pan American Health Organization (PAHO) indicate that aspects related to road safety management and legislation, as well as post-accident care, have improved in some countries (23).

Ibero-American Road Safety Observatory (OISEVI) (24)

The creation of this body led to a new way of working, i.e. a more professional and coordinated approach to the collection of data and its systematization in line with shared criteria.

The OISEVI is an instrument of international cooperation made up of the highest road safety authorities in the Ibero-American member countries. It was formally founded and incorporated on 17 November 2011. On that date, the Management Committee signed the Agreement that spawned the Ibero-American Road Safety Observatory, which was necessary for its incorporation in the International Traffic Safety Data and Analysis Group, IRTAD (25).

The main objective of the OISEVI is to coordinate road safety strategies and initiatives at a regional level, based on the generation of timely, objective and reliable information that effectively contributes to reducing road accidents in the Ibero-American region within the framework of the United Nations' Decade for Action for Road Safety 2011-2020.

Activities:

- Exercise critical surveillance of national road safety policies and promote their dissemination.
- Provide a space for the analysis of public road safety policies at the highest decision-making level in the member countries, essentially prevailing upon their government authorities and the actors responsible for traffic and road safety to help save lives by reducing road accident rates.
- Promote the formulation of public road safety policies and the creation of National Agencies or governing bodies and National Observatories.
- Standardize and disseminate the collection, processing and analysis of traffic data. Contribute to the generation of progress monitoring reports of statistical indicators on road safety in the region.

- Strengthen an Ibero-American database that reflects the statistical evolution in road safety of its member countries and allows them to be compared to evaluate actions.
- Promote the participation of the different technical or financial cooperation agencies and specify this support in order to achieve the objectives, programs and projects of the OISEVI in favor of the member countries.
- Coordinate regular meetings of Traffic and Road Safety Managers of member countries at both a political decision-making level and specific technical departments.

The Annual Assembly of the OISEVI was held recently, in May 2019, at which the participating countries (26):

- Undertook to approve, within 30 days, the recommendations on the following topics discussed at the Assembly:
 - Efficient road inspections
 - Pedestrian safety
 - Motorist safety
 - Alcohol and driving
- Approved and authorized the President to sign the OISEVI's adhesion to the International Charter of Pedestrians' Rights. In addition it recommended that all public administrations, associations, bodies and civil society should also adhere to this Charter.
- Authorized and mandated the President and the Management Committee to undertake whatever formalities they deem necessary and opportune to converge the OISEVI with the Ibero-American Road Safety Program (27) promoted by the Ibero-American General Secretariat (SEGIB).

The contributions of civil society

Vida Urgente (Porto Alegre, Brazil) (28)

Law 13,614 of 11 January 2018 (29), created the National Plan to Reduce Traffic Fatalities and Injuries (PNATRANS) and added a provision to Law 9,503, of 23 September 1997 (Brazilian Traffic Code) to establish a system of targets to reduce the number of fatalities by population groups and the number of traffic fatalities by vehicle groups. The Foundation played an important role in supporting PNATRANS, participating in official events in different cities in Rio Grande do Sul.

FIGURE 8. LOGO OF THE THIAGO DE MORAES GONZAGA FOUNDATION. VIDA URGENTE (BRAZIL)



Source: Image bank of the Thiago de Moraes Gonzaga Foundation. Vida Urgente (Brazil).

No a conducir ebrio - NACE (Monterrey, Mexico)

Decree 2018, published in the *Official Gazette* on 12 January 2018 (30), of the State of Nuevo León, amended the existing law to integrate the Citizens' Road Safety Observatory (OCISEVI) in the Institute of Vehicle Management.

The bill was presented to Congress in the name of five citizens, advocated by the National Council of Citizen Participation of the Institute of Vehicle Management, which is chaired by Ricardo Cantú, the president of NACE.

The OCISEVI is a citizen participation body whose purpose is to assist the Institute of Vehicle Management in analyzing traffic incidents in the State: their type, frequency, distribution, causes and consequences, in order to design and, where appropriate, propose to the competent authorities the relevant strategies, programs and public policies aimed at preventing these events.

FIGURE 9. BANNER ON THE HOME PAGE OF THE OCISEVI WEBSITE, MEXICO



Source: Image bank of OCISEVI, Citizens' Road Safety Observatory.

Data presented by the Technical Secretariat of the National Council for Accident Prevention, STCON-APRA (31), in 2013 revealed that this State is top of the road accident league nationwide, resulting in the death of around 647 people per year and more than 12,000 injuries. In addition, the most of the people affected are those known as "vulnerable users of the public highway"; in other words, pedestrians, cyclists and motorcyclists. These data are unacceptable, yet reversible.

W/ We demand

- That our governments commit to making road safety a priority state-wide policy in the same way as public health or education.
- That our governments ensure that the *handling of data on road accidents is objective, real and unified* nationwide, implementing external auditing systems to ensure that every country has access to reliable data and information for decision-making and preventive actions.

Pillar 2: Safer roads and mobility

This pillar proposed: “Raising the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, cyclists and motorcyclists). This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.”

The design features of a road or street network undoubtedly have an impact on safe and sustainable mobility. Consequently, assessing the quality of road safety is of crucial importance in safety policies. There are various methods for assessing the safety quality of the existing road infrastructure. Some entities use the history of collisions on the road infrastructure (e.g. to identify high-risk spots or to create functions/factors for modifying these rates). Others use indicators for road-related risks: e.g. Safety Performance Indicators (SPI) based on road inspections (32).

In this respect, we believe that with the tools that are available to the countries, much more could have been done to ensure that the roads and mobility of their users were safer.

Outcomes

IRAP program (33)

The International Road Assessment Program (iRAP) seeks to improve road safety, so it is aimed at society in general. In itself it does not achieve a reduction in accident rates, but rather provides an inventory on the state of the roads, which allows the prioritization of interventions to improve road safety. The iRAP methodology involves three stages:

1. *Gathering information:* By means of a special vehicle, the roads are systematically inspected and digital data is collected that is supported by data from other sources.
2. *Data analysis:* The data gathered are processed in a single database with specific software.
3. *Final report:* This provides an inventory of the current state of roads in terms of road safety. It includes recommendations for priority sections for interventions, according to the level of risk, as well as a preliminary proposal for countermeasures or other actions.

According to the Status of Road Safety in the Region of the Americas report, published in June 2018 by the Pan American Health Organization (PAHO), clear progress has been observed in the mapping of safe roads, with an increase in the number of countries that use the International Road Assessment Program tool (iRAP). Eleven countries (*Argentina*, Barbados, Belize, Bolivia, Canada, Cuba, *Ecuador*, Granada, Jamaica, *Mexico* and *Paraguay*) are concluding systematic assessments or star-based classifications of existing roads, while 18 countries (Antigua and Barbuda, *Argentina*, Belize, Bolivia, *Brazil*, Canada, Colombia, *Ecuador*, El Salvador, Granada, *Guatemala*, Guyana, Honduras, Jamaica, *Paraguay*, Dominican Republic, Trinidad and Tobago, and *Venezuela*) are assessing new roads to guarantee that their design standards specifically meet the requirements of vulnerable road users; i.e. the safe mobility of pedestrians, cyclists and motorcyclists (34)⁴.

4. The countries in cursive are those participating in this report.

Methodology for Safety Plans for Motorcyclists

In 2013, the Andean Development Corporation (CAF) (34) – currently known as the Development Bank of Latin America – published this document whose methodology was used to draw up safety plans for motorcyclists in countries such as Costa Rica, Ecuador and Guatemala, and in cities including Bogota, Buenos Aires, Resistencia and Corrientes.

During the Decade of Action, motorcycles have become an increasingly important phenomenon in urban locations. The number of motorcycles in Latin America grows every year and in some countries now represents a significant percentage of the total number of vehicles, in some cases exceeding 50%.

Motorcycles are taking on an increasingly prominent role in the transport systems of Latin American cities due to the following factors:

1. Urban growth that has not always been accompanied by the adequate planning and provision of accessible public transport, which encourages people to use their own transport.
2. The advantages that this mode of transport offers compared to other options: speed, avoidance of traffic jams; door-to-door transport thanks to ease of parking; and low fuel consumption.
3. Another factor behind the rapid rise of motorcycle use is their cost and ease of purchase. When bought on credit, the daily instalment payable is less than the price of a public bus ticket.

Guide to Good International Practices for Motorcyclists.

Road Safety Measures

The increase in the number of motorcycles in Latin America reflects that of other regions. In the 1980s, South-East Asia witnessed exponential growth which then expanded to the Middle East and Africa around 2000; now, years later, we are witnessing the same phenomenon in Latin America. The CAF published this Good Practices Guide (35) at a time when Latin America was experiencing the first decade of this problem. The World Bank provided financial support and both banks intend to promote it so that those interested in road safety can take advantage of the lessons learned in other countries and regions.

This compilation of research work and experiences seeks to highlight the most important issues that need to be resolved to reduce motorcycle accident rates, injuries and mortality, subscribing to the idea that the causes of this problem are numerous and should not be laid at the door of a single sector.

The objective was to select those practices that have had positive results in order to come up with specific tools that can be adapted to each situation and be reproduced with reasonable expectations of success.

The document, which is of great importance for the region, presents 25 measures for improving motorcyclists' safety. Each one provides a diagnosis of the situation, and outcome assessment reports were included whenever they could be identified. A total of 58 good practices were selected, and more than 150 experiences are mentioned.

Good Practices in Mobility Management

Montevideo, Uruguay: Mobility Management Center (CGM) (36)

This consists of the implementation of various Smart Transport Systems used in the administration, management and control of transport in the city of Montevideo, which function in real time. It works by means of a network of high-tech equipment comprising centralized traffic light controllers, traffic census cameras, closed circuit television cameras and variable messaging panels which have been installed, in the first phase, on the six key thoroughfares in Montevideo. These changes translate to an improvement in people's quality of life because they provide accurate, real-time information about the

traffic situation and traffic flows in the city. This facilitates improvements in traffic dynamics and provides people with new information and communication systems.

The system also monitors traffic offences committed in Montevideo through the CGM and the use of electronic equipment.

Traffic surveillance is a basic tool of road safety policy that is complemented by road safety education, regulations and engineering and entails the overall coordination of inspection processes.

Chile: CATI (Automated Infringement Processing Center) (37)

The Ministry of Transportation and Telecommunications is processing a bill to create an Automated Infringement Processing Center (CATI). In June 2019, it was approved by the Chamber of Deputies (pending approval by the Senate at the date of writing this report).

This system does not seek to impose fines to raise funds but rather to prevent speeding and thus generate changes in driver behavior to avoid subsequent speed-related accidents that could have fatal consequences. In countries where this technology has been implemented, there have been reductions of up to 40% in traffic fatalities, which is the very goal that this initiative is geared towards.

The cameras will be installed at points where there is a higher risk of traffic accidents and an objective and public methodology will be used to determine the location of the fixed or mobile automated measuring equipment. This high-tech equipment will be duly identified both on the roads and on the website so that drivers are kept informed of where these inspection devices have been installed.

Why set up a CATI? Because around 30% of the traffic fatalities in Chile are speed-related. At present, the only speed controls in the country are conducted by humans: the Carabineros de Chile and the Fiscal Inspectors. This only manages to identify three in every 10,000 speed-related traffic violations.

Excessive or inappropriate speed is the main road safety problem in many countries. Consequently, speed management policies aimed at identifying violations of the established speed limits have become a matter of high priority for governments.

Argentina: Ministry of Transport (38)

As of June 2019, there were more than 1,400 kilometers of highways under construction, plus over 1,000 kilometers of road surfacing and more than 10,000 kilometers of resurfacing taking place. The transport infrastructure public works plan introduced in early 2016 is the most ambitious of the last 50 years and aims to reduce accidents and high logistics costs as well as increasing production areas in the country's interior.

The main works completed to date include: 1) Expansion of the Rosario ring road; 2) Completion of the ring road in the city of Córdoba; 3) Transformation to a highway of the seventh most dangerous road in Buenos Aires, the section of the RN-7 at San Andrés de Giles. The new highway that borders the town avoids passing traffic and heavy goods vehicles crossing the town, benefiting more than 9,000 users per day. It forms part of the Luján-Junín Highway.

This section was the seventh most dangerous road in Buenos Aires: on average there have been two accidents and three victims per month in the last four years. These figures are three times higher than those for the rest of Route 7 in Buenos Aires.

In addition, after decades without any maintenance or investment, certain goods railway corridors have been reopened and there are major projects underway to renovate tracks and rolling stock.

The Belgrano Freight Train railway has completed 700 kilometers of track renovation on a total of 1,700 kilometers of track, with improvements to the accesses to the ports of Rosario and Timbúes and a new railway system around the city of Santa Fe. This has reduced travelling time from Salta to Rosario by 60% compared to 2015 and freight transport has increased by almost 100%, partially replacing the more costly and hazardous transport by trucks.

An agreement was signed with the Chinese company CRCC to renew and upgrade the freight railway on the San Martín line which extends for more than 1,000 kilometers, linking the region of Cuyo with the ports of Rosario and Buenos Aires.

In addition, and most importantly in terms of reducing accidents, some nine kilometers of elevated urban railway is to be built which will eliminate 19 level crossings in the Autonomous City of Buenos Aires (39).

The contributions of civil society

The FICVI, the Emilia Foundation, the Movement Against Excessive Speed (Chile) (40)

In 2013, the National Traffic Safety Commission (CONASET) invited the president of the FICVI and the former deputy director of the Spanish General Directorate of Traffic (DGT), Ramón Ledesma, who was in charge of implementing radars in Spain, to promote this issue from the perspective of civil society.

The aim of this meeting was to explain the successful experiences in Spain concerning speed control with radar appliances and instant sanctions. "These radars are not for raising money, but rather for saving lives", said the president of the FICVI during the meeting held at the Chamber of Deputies. Although they did not win enough votes in 2013, the Movement Against Excessive Speed and the Emilia Foundation are currently exerting the necessary social pressure to secure their approval (the above-mentioned bill, the CATI).



- That our governments allocate the necessary *economic resources* to guarantee people's right to safe and sustainable mobility.

Pillar 3: Safer vehicles

This Pillar proposed: “Encouraging the universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of the harmonization of the relevant global standards, consumer information schemes and incentives to accelerate the uptake of new technologies”.

The lives of people who travel by car depend on multiple factors. One of the most fundamental of these is the security systems of the car itself. Active safety features are understood to be those that help to prevent accidents as they provide greater vehicle efficiency and stability.

FIGURE 10. TRAFFIC IN THE CITY OF QUITO (ECUADOR)



Source: *El Universo* newspaper, Ecuador, February 2019.

The Global Forum for Harmonization of Vehicle Regulations (WP.29) is a working group of the Sustainable Transport Division of the United Nations Economic Commission for Europe, UNECE (41). This body is responsible for creating a uniform system of UN Regulations for the design of vehicles to facilitate international trade. The Forum works on regulations that cover vehicle safety, environmental protection, energy efficiency and theft resistance.

FIGURE 11. BANNER ON THE HOME PAGE OF THE WORLD FORUM FOR HARMONIZATION OF VEHICLE REGULATIONS



Source: United Nations.

The vehicle type approval systems currently in force in the region's countries are only partial, documentary in many cases, and do not have the robustness required by the UNECE agreements. Meanwhile, the UN safety standards for vehicles and the star-based evaluation system used by the NCAP are complementary approaches that are necessary for vehicles sold in Latin America to comply with a minimum guarantee of physical integrity for passengers and control of vehicle emissions.

It is also worth making a special mention of *used vehicle imports*. In a survey conducted by the FICVI in 2018 and presented to Latin NCAP at its Annual Assembly, it was found that of the 14 countries covered in this study, seven of them (Argentina, Brazil, Chile, Ecuador, Spain, Portugal and Uruguay) have laws prohibiting the import of used vehicles. Bolivia requires that the used vehicle to be imported is between one and five years old. Costa Rica allows the import of used vehicles provided that they comply with the provisions of Article 5 of Law 9078 of 4 October 2012⁵. Mexico, meanwhile, allows the temporary and permanent import of used vehicles provided that they pay the customs tariffs established for each case, with no other restrictions. Panama allows the import of used vehicles provided that they have an environmental control certificate, among other documents. Meanwhile, Guatemala and Paraguay have no restrictions on the import of used vehicles. Finally, it is not known whether there are any regulations in force in Venezuela.

Outcomes

- ⊗ **NEGATIVE:** Although road accidents represent one of the leading causes of death in the region, with unquantifiable effects on the victims and their families, not to mention a high social and economic impact on society as a whole, *Latin America is one of the only two regions in the world where no country has signed and/or adopted the Regulations developed as part of the WP.29 Agreements (agreements of 1958 and 1998) (42).*
- ⊗ **NEGATIVE:** In addition to this, at least six countries of those analyzed in this study still allow the import of used vehicles under a variety of conditions.

New Car Assessment Program for Latin America and the Caribbean (Latin NCAP)

This program (43) provides consumers with independent and transparent information about the safety levels offered by the different vehicle models on the market.

FIGURE 12. LOGO OF LATIN NCAP



Source: Image bank of Latin NCAP.

5. The import of vehicles for registration is prohibited if: a) They have been declared as total write-offs. b) They have unauthorized structural joints in the chassis. c) Their identification, VIN or chassis number have been manipulated. d) They have been withdrawn from circulation in the export country. e) They do not comply with the general requirements for traffic established in sub-paragraph d) of Article 32, regarding the location of the steering wheel.

Latin NCAP started off in 2010 as a private initiative among organizations with an interest in promoting vehicle safety, and in 2014 it was formally established as a legal entity. The program evaluates the most basic safety features of the models available on the market and bases its tests on internationally-recognized methods, scoring the protection provided for the vehicle's occupants (both adults and children) with a star rating between 0 and 5.

Objectives

- To provide Latin American and Caribbean consumers with independent and impartial safety assessments of new vehicles.
- To encourage manufacturers to improve the safety performance of their vehicles for sale in the LAC region.
- To encourage LAC governments to apply the regulations demanded by the United Nations in relation to crash tests for passenger vehicles.

Outcomes

As the victims of road accidents, many of which were caused by a lack of safety features in vehicles, we believe that “any measure aimed at improving the implementation of safety devices in vehicles from a legal perspective must be carried out as an absolute priority and in agreement with the Governments concerned, which must adhere to and support these initiatives in order to improve their development, execution and, wherever possible, a reduction of the long time it takes for total penetration of the vehicle market”(44).

It is for this reason that we wholeheartedly applaud the emergence in 2010 of the *Latin NCAP* initiative, which we joined as partners in 2014 when it was established as a legal entity.

Thanks to the hard work of Latin NCAP, since 2010 more than 100 vehicles have been tested over ten testing phases. During all these years, the Program has managed to *prove the double standards of many vehicle manufacturers*, who take advantage of the weak regulatory standards in some Latin American and Caribbean countries to produce vehicles with two different standards: safe for export to the United States, Canada, Japan, Australia and Europe, and unsafe for selling in Latin America and the Caribbean. This allows them to maintain their profit margins to the detriment of the safety of the people of Latin America and the Caribbean, offering safety features as an “extra” (with an increase on the base price) that would be considered as standard features in other markets to ensure the safety of the vehicle occupants and even the pedestrians with whom the vehicle shares the public highway.

At the same time, Latin NCAP has also shown that safety can be a differentiating factor for manufacturers when consumers choose a vehicle. As a result, many of them have opted to improve the safety features of their vehicles and even withdraw from the market some versions or models that did not meet the minimum safety requirements.

(Safety systems must be integrated in vehicles as standard and not as an extra or optional feature.

Governments must play an active role in promoting these systems, establishing much stricter regulations. A recent study by Global NCAP and the Inter-American Development Bank showed that the adoption of regulations that require these basic vehicle safety features could prevent up to 40,000 deaths and 400,000 serious injuries across the region over the next 15 years, and would save 143 billion dollars in Latin American economies.

FIGURE 13. IMAGE OF THE “VEHICLE SAFETY IS NOT EXPENSIVE” CAMPAIGN

**LA SEGURIDAD VEHICULAR
NO ES CARA**

CON TAN SOLO **\$350**¹ UN FABRICANTE PUEDE DOTAR UN VEHÍCULO CON LOS EQUIPAMIENTOS MÍNIMOS DE SEGURIDAD²

AIRBAGS
Absorben la energía producida en la colisión y amortiguan el golpe.

CONTROL ELECTRÓNICO DE ESTABILIDAD (ESC)
Una tecnología vital para evitar choques ya que detiene el derrape del automóvil. *En Estados Unidos, donde es obligatorio desde 2012, se estima que ya se han salvado más de 6.000 vidas.*

FRENOS ANTIBLOQUEO (ABS)
Evitan que los neumáticos patinen durante una frenada fuerte.

CINTURONES DE SEGURIDAD
Los pretensores que se activan en frenado fuerte evitan lesiones y reducen a la mitad el riesgo de muerte.

A LAS EMPRESAS FABRICANTES, LA SEGURIDAD LES CUESTA POCO,
TU VIDA VALE MUCHO MÁS.

**TU SEGURIDAD NO ES UNA MERCANCÍA,
TU VIDA NO ES UN NEGOCIO.**

#EXIJOAUTOSEGURO

LATIN NCAP

1. Datos Latin NCAP
2. La ONU establece que todos los vehículos deberían estar equipados de serie con cinturones de seguridad, airbags y sistemas activos de seguridad, como el sistema de frenado antibloqueo (ABS) y el control electrónico de estabilidad (ESC). Declaración de Brasilia, 2015.

Source: Image bank of Latin NCAP.


Despite the available evidence, little progress has been made by public authorities. The case of Argentina in relation to *Electronic Stability Programs* or *Electronic Chassis Platforms* (ESP and ECP respectively)⁶ is an example of this situation: in November 2013, the Argentine government and vehicle manufacturers signed an agreement whereby all the brands undertook to offer stability control (ESP) as standard in all new models released for sale as of January 2018.

6. The importance of ESP is fundamental as it is a system capable of braking the wheels separately to prevent skidding. Many accidents occur due to speeding on bends or sudden maneuvers to avoid a collision, or due to a slippery surface or driver negligence. The ESP/ESC helps to prevent these situations, hence increasing the safety of the vehicle and its occupants. European regulations included a requirement to install this feature at the manufacturing stage from 1 November 2014.

However, in 2017, by means of a new agreement, the date was extended until 2022, despite the fact that the cost of ESP to the manufacturer is 60 USD or less, and it is just as important as air-bags and seat belts. The low cost of incorporating this feature would not raise the price of cars, but it would increase safety.

As the manufacturers do not include this feature as standard, they offer it as an additional safety option at a much higher price. In this case, if they used the marketing phrase: “it’s for you and your family’s safety”, they would make cars with the essential safety features included as standard.

If this trend continues, we should bear in mind, as mentioned earlier, that this extension will impact the safety of between one and two million Argentinians who buy a new vehicle in the next four years.



Victims’ associations not only expect the Argentine government to keep its word, but also expects other countries in the region to voluntarily adhere to the vehicle safety protocols proposed by the United Nations WP.29 Forum.

The contributions of civil society

Gonzalo Rodríguez Foundation (Montevideo, Uruguay) (45)

On 18 October 2010, the countries of Latin America and the Caribbean attended the launch of Latin NCAP, a revolutionary independent vehicle crash test program for road safety. For the first time, consumers in Latin America and the Caribbean were able to compare the safety performance of new cars produced by leading international vehicle manufacturers.

The roll-out of the program across the region took place at the request of the Gonzalo Rodríguez Foundation (FGR) which, as a result of its “EDU-CAR” Program (46), discovered that a high percentage of the vehicles sold in the region did not have the minimum safety features installed, nor were they ready for the correct installation of Child Restraint Systems (SRI).

For this reason, several well-known international organizations have united forces behind the Gonzalo Rodríguez Foundation (FGR) to form Latin NCAP: the Fédération Internationale de l’Automobile (FIA), the FIA Foundation for the Automobile and Society, the Inter-American Development Bank (IDB) and International Consumer Research and Testing (ICRT). According to Nani Rodríguez, the president of the FGR: “With Latin NCAP the consumers of Latin America and the Caribbean can, for the first time, find out exactly how safe their cars are. We want to increase road safety standards to improve protection levels for drivers, passengers and children. We want to save lives on the roads of our region, and Latin NCAP is crucial for achieving that aim.”

FIGURE 14. LAUNCH OF THE LATIN NCAP PROGRAM IN MONTEVIDEO (URUGUAY)



Source: Image bank of Latin NCAP.

Latin NCAP is currently made up of the following entities: ASPEC, Automobile Association of Bolivia*, Automobile Association of Chile*, Automobile Association of Colombia*, Automobile Association of Costa Rica*, Automobile Association of Uruguay*, Centers for Consumer Defense, CESVI Argentina, CESVI Brazil, CESVI Colombia, CESVI Mexico, Consumidores Argentinos*, El Poder del Consumidor, Ibero-American Federation of Victims' Associations Against Road Violence (FICVI)*, FIA Region IV*, Gonzalo Rodríguez Foundation*, Fundación MAPFRE*, FUNDECOM, International Consumer Research & Testing (ICRT)*, OMDAI, ODECU* and PROTESTE*.

Meanwhile, it is well known that *vehicle inspection* systems have been mentioned in the laws of the countries of Latin America and the Caribbean for several years; however, very little has been achieved in most of these countries due to the limitations on their systematic implementation and the lack of a design for an overarching process (47).

W/ We demand

- That our governments improve the safety of infrastructures, that they adopt the United Nations regulations regarding the minimum safety requirements that vehicles must meet and that they implement regular technical vehicle inspections at a national level.

* Founding partners.

Pillar 4: Safer road users

This Pillar proposes: “Developing comprehensive programs to improve road user behavior. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat belt and helmet wearing rates, and to reduce drink-driving, speeding and other risk factors”.

The situation of risk factors

The main behavioral risk factors in relation to road traffic injuries are: driving under the influence of alcohol, not wearing a crash helmet, not wearing a seat belt or child restraint system, distractions at the wheel, and speeding.

Speeding and driving under the influence of alcohol substantially increase the risk of a road accident, while not wearing a seat belt, helmet or child restraint system has a major impact on the consequences of a traffic accident. Meanwhile, distractions such as those caused by the use of mobile phones are behind up to 30% of serious or fatal accidents.

Enacting laws that address these risk factors and monitoring their compliance is an effective measure to reduce the fatalities and injuries caused by road traffic accidents (48).

The enactment and implementation of legislation on risk factors are critical components of an integrated strategy to prevent the deaths and injuries caused by traffic accidents.

Despite the progress made in improving legislation in all countries for the five risk factors, actual law enforcement remains one of the biggest challenges in most countries (49).

“Governments must enact and enforce comprehensive laws. This legislation should ensure that legal loopholes are avoided that could exempt certain road users from compliance. Efforts to enforce legislation must be very visible, well-disseminated, sustained and applied through the use of the appropriate measures and sanctions in the event of traffic violations. Non-governmental organizations and other civil society groups can play an important role in boosting public and political support for results-based road safety measures” (50).

FIGURE 15. RISK FACTORS AND CRITERIA FOR OPTIMAL PRACTICES IN HIGHWAY LEGISLATION

Risk factor	Criteria representing best practices					
Speed	National speed law in place	Speed limits on urban roads ≤ 50 km/h	Local authorities have the power to modify national speed limits			
Drink-driving	National drink-driving law in place	Drink-driving law is based on BAC or equivalent BrAC	BAC limit for general population ≤ 0.05 g/dl	BAC limit for young/novice drivers ≤ 0.02 g/dl		
Motorcycle helmets	National motorcycle helmet law in place	Law applies to motorcycle drivers and adult passengers	Law applies to all road types	Law applies to all engine types	Law requires helmet to be properly fastened	Law requires helmet to meet a national or international standard
Seat-belts	National seat-belt law in place	Law applies to drivers and front seat passengers	Law applies to rear seat passengers			
Child restraints	National child restraint law in place	Law is based on age-weight-height or a combination of these factors	Law restricts children under a certain age-height from sitting in front seat			

Note: *Blood alcohol content; **Breath alcohol content.

Source: *Package of technical road safety measures 2017*, WHO.

Enacting traffic laws is a vital step, but laws alone are not enough to achieve the sought-after reduction in traffic fatalities.

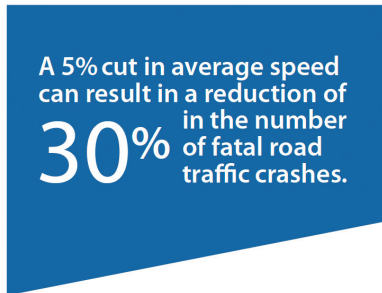
It is necessary to ensure that these laws are enforced and that the appropriate sanctions are imposed to deter drivers and other users of the public highway from committing or repeating traffic violations, and to increase the life-saving potential of the laws.

The number of countries that comply with standards based on best practices in their road safety legislation and in the implementation of those laws is unacceptably low (51).

Speed

Meanwhile, in relation to the risk factor of *speed*, whether excessive speed (i.e. driving above the established speed limit) or inappropriate speed (driving too fast for the road conditions, even when within the speed limit), this is regarded almost unanimously as the greatest risk factor in road accidents. For this reason, speed control policies and programs play a key role in efforts to improve road safety indicators.

FIGURE 16. REDUCTION OF THE MAXIMUM URBAN SPEED LIMIT



Source: *Global Status Report on Road Safety 2013*, WHO.

TABLE 7. COMPARISON OF MAXIMUM SPEEDS IN URBAN AREAS, 2009-2018

COUNTRY	Maximum Speed Limit (km/h)	
	Urban	
	2009	2018
Argentina	40-60	60
Bolivia	40	40
Brazil	60-80	80
Chile	60	50
Costa Rica	40	50
Ecuador	50	60
Spain	50	50
Guatemala	10-90	60
Mexico	40-80	20-70
Panama	80	80
Paraguay	50	50
Portugal	50	50
Uruguay	70	45
Venezuela	40	-

Source: Prepared in-house based on WHO reports for 2009-2018.

Table 7 shows a comparison that demonstrates how, of the 14 countries studied in relation to speed, while in 2009 and 2018 all fourteen had legislation in this respect, in 2009 and 2018 only seven of them had speed limits equal to or lower than 50 km/h in urban areas, and in 2018 there was the disturbing situation that three of these countries had adjusted their speed limits to above 50 km/h.

FIGURE 17. STOPPING DISTANCE AT DIFFERENT SPEEDS (ALLOWING A REACTION TIME OF APPROXIMATELY 1 SECOND)



Source: *Package of technical road safety measures 2017*, WHO.

FIGURE 18. REDUCTION OF THE MAXIMUM URBAN SPEED LIMIT



Source: BICICULTURA.CL.

Resultados

- ☉ **POSITIVE:** Chile and Uruguay adjusted their speed limits to a maximum of 50 km/h in their urban areas. Note: although it does not appear in the WHO report, Spain has adjusted its speed limits in several cities to 30 km/h and to 90 km/h on secondary roads.
- ⊗ **NEGATIVE:** Ecuador, which used to adhere to recommended speed limit, has increased it to 60 km/h.
- ⊗ **NEGATIVE:** Both Guatemala and Mexico, which adjusted their maximum speed limits in relation to the 2009 report, did not do so within the recommended limits.

The risk of dying in a collision drops between five- and eight-fold when the impact speed is reduced from 50 to 30 km/h.

The contributions of civil society

Stop Accidentes (Spain) (52)

At the behest of civil society, on 28 December 2018 the Council of Ministers approved the amendment of Article 48 of the General Traffic Regulation relating to speed limits *on conventional roads, setting it at 90 km/h*, the main objective being to reduce road accidents and meet the objective established in the Road Safety Strategy 2011-2020 to reduce the fatality rate of traffic accidents to 37 per million inhabitants. In 2018 this rate was 39 (53).

Meanwhile, Bilbao and Madrid, among other cities, have been the latest to establish a maximum speed limit of 30 km/h in 80% of their streets (those with just one lane). These initiatives join those of Valencia, Barcelona and Seville (in their historic quarters). Other examples include Vitoria-Gasteiz, which won the City That Walks prize for its strong commitment to 30 km/h zones; San Sebastian, as a pioneer in implementing urban solutions, and Pontevedra, which has been internationally recognized for its commitment to pedestrianizing the city. All these approaches adhere to the same goals: to pacify traffic, reduce accident rates, reduce environmental noise, and improve people's quality of life and mobility. To achieve this, most experts agree that the measures need to form part of a general mobility strategy; that they should be approved with the greatest possible consensus; and that they should be supported by other measures to reduce the number of private vehicles in these areas.

Alcohol

What is *alcohol*? It is a drug; the most widely-consumed drug in our sociocultural environment, the one that is the most abused, and the one that causes the most social, health and economic problems: traffic and occupational accidents, gender and social violence, health issues, alcoholism, etc.

With regard to *driving under the influence of alcohol*, in 2009 eleven countries (Argentina, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Spain, Panama, Portugal, Uruguay and Venezuela) had national laws in this respect and three countries had a sub-national law (Guatemala, Mexico and Paraguay).

Of those eleven countries with national legislation, only seven of them (Argentina, Bolivia, Brazil, Chile, Costa Rica, Spain, Panama and Portugal) have blood-alcohol limits equal to or lower than 0.05 g/dl for the general public, while just two countries (Brazil and Panama) have limits equal to or lower than 0.02 g/dl for young or novice drivers.

In 2018, fourteen countries had national laws, of which eleven (Argentina, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Spain, Panama, Paraguay, Portugal and Uruguay) had blood alcohol concentration limits equal to or lower than 0.05 g/dl for the general public; it is worth noting that of these, two countries (Chile and Ecuador) have limits of 0.03 g/dl and three countries (Brazil, Paraguay and Uruguay) have a limit of 0 g/dl.

FIGURE 19. DIFFERENT TYPES OF ALCOHOLIC BEVERAGES



Source: Online image bank.

With regard to the limits established for young or novice drivers, five countries (Brazil, Costa Rica, Paraguay, Panama and Uruguay) have set limits equal to or lower than 0.02 g/dl.

Finally, although the recommended limits for professional or commercial drivers are not mentioned among the best practice criteria, four countries (Argentina, Brazil, Paraguay and Uruguay) have established a blood alcohol concentration limit of 0 g/dl.

It is worrying that Guatemala and Mexico have not set any explicit maximum blood alcohol concentration limits, and the fact that Panama has increased the limits it set in 2009; it is also a concern that Venezuela has not provided any data.

TABLE 8. COMPARATIVE MAXIMUM BLOOD ALCOHOL CONCENTRATION LEVELS PERMITTED BY LAW, 2009-2018

COUNTRY	Blood Alcohol Content (BAC) and the Legal Drinking Limit				
	General Population (g/dl)	Young drivers or novice drivers (g/dl)	General Population (g/dl)	Young drivers or novice drivers (g/dl)	Professional Drivers (g/dl)
	2009		2018		
Argentina	0.05	0.05	0.05	0.05	0
Bolivia	-	-	0.05	0.05	0.05
Brazil	0.02	0.02	0	0	0
Chile	0.05	0.05	0.03	0.03	0.03
Costa Rica	0.05	0.05	0.05	0.02	0.02
Ecuador	0.08	0.08	0.03	0.03	0.01
Spain	0.05	0.03	0.05	0.03	0.03
Guatemala	Sub-national	Sub-national	-	-	-
Mexico	Sub-national	Sub-national	-	-	-
Panama	0.01	0.01	0.05	0.05	0.05
Paraguay	Sub-national	Sub-national	0	0	0
Portugal	0.05	0.05	0.05	0.02	0.2
Uruguay	0.08	0.08	0	0	0
Venezuela	0.08	0.08	-	-	-

Source: Prepared in-house based on PAHO reports for 2009-2018.

Outcomes

- ☺ **POSITIVE:** Five countries (Brazil, Chile, Ecuador, Paraguay and Uruguay) lowered their blood alcohol concentration limits for the general public.
- ☺ **POSITIVE:** Bolivia, which submitted no data in 2009, has set its limit at 0.05 g/dl.
- ☺ **POSITIVE:** Five countries (Brazil, Costa Rica, Paraguay, Portugal and Uruguay) reduced the limit for young and novice drivers.
- ☹ **NEUTRAL:** In the case of Panama, although in accordance with WHO reports the country “increased” its BAC in 2018 in relation to what was permitted in 2009, an error has been picked up in the information published given that since 2006 the BAC limit established in Panama is the one reported for the report published in 2018.
- ☹ **NEGATIVE:** Guatemala and Mexico, which in 2009 reported that their laws were sub-national, have still not regulated the maximum BAC limits at a national level.
- ☹ **NEGATIVE:** Eight countries (Bolivia, Chile, Costa Rica, Ecuador, Spain, Panama and Portugal) have not yet established a zero alcohol limit for professional and commercial drivers.

The contributions of civil society

Emilia Silva Figueroa Foundation (Chile) (54): "The Emilia Law" (55)

On 20 January 2013, a man was driving while intoxicated and hit the back of the car driven by Benjamín Silva Torrealba, who had stopped at a red light. The passengers in the car were his partner Carolina Figueroa Cerna and their daughter Emilia Silva Figueroa, aged 9 months and 17 days, who was seated in her child restraint system in the back seat, correctly anchored. She was killed.

FIGURE 20. APPROVAL OF THE EMILIA LAW IN CHILE



Source: Image bank of the Emilia Silva Figueroa Foundation.

After the impact, the man fled the scene of the accident. At the time of doing a breathalyzer test, it showed he was driving with 1.96 grams of alcohol per liter of blood. The blood alcohol test carried out later on the accused showed 2.05 grams of alcohol per liter of blood, apart from which he was not carrying a driver's license.

The event which changed the lives of Carolina and Benjamín sparked off a huge crusade in defense of road crime victims, calling for a modification of the law which, at the time of the accident, did not specify any effective penalties for these crimes.

Carolina says that "after the accident, a doctor came to the clinic and said: 'Do you realize that he's free (the person responsible for the accident)?' There and then, knowing that he was free, it occurred to me to create the Emilia Law, because I said to myself: if he's free it's because there is a problem with the law, not a problem of interpretation". Once the case became widely known through the media, "citizen support built up through the social media. We set up a Twitter account (@LeyEmilia), which in four days got more than 8,500 followers"; and this social movement led to the support of a group of deputies who decided to sponsor the bill.

Their efforts resulted in the enactment of Law 20,770 in September 2013, known as the "Emilia Law", which imposes an effective prison sentence on drivers who seriously injure or kill anyone while driving under the influence of alcohol.

At the same time, the Emilia Foundation was legally constituted, which still to this day provides guidance for victims of road crimes. The Foundation has dealt with more than 550 cases. "While this is a figure that justifies the need for our work, it also poses the problem of how to respond adequately to this ongoing demand".

Víctimas de la Violencia Vial A.C. (Guadalajara, Mexico)

The reform of the legislation on driving under the influence of alcohol in Jalisco (Mexico) is known as the “Ley Salvavidas” (56). The Ley Salvavidas (Lifesaving Law) is the result of a process of reforms to four existing laws: the road law, the law on the sale and consumption of alcoholic beverages, the criminal code, and the criminal procedure code.

In November 2010, the state amended its legislation to lower the blood-alcohol concentration limit from 0.15 g/dl to 0.05 g/dl, and introduced more severe penalties for its violation. The 2010 law did not specifically provide for the establishment of random alcohol consumption controls, which have proven to be effective in reducing driving under the influence of alcohol.

Consequently, between 2010 and 2012 meetings were held with policy planners to promote the introduction of regulations that would allow random breathalyzer tests to be carried out. The process culminated in 2013 with the adoption by the State Government of Jalisco of an amendment to the law of 2010 which formally established random controls on alcohol consumption and a protocol for their execution.

Vida Urgente (Porto Alegre, Brazil): “Lei Seca” (57)

Law 11,705 of 19 June 2008, amends Law 9,503, of 1997, which “institutes the Brazilian Traffic Code”, and Law 9,294, of 1996, which establishes restrictions on the use and advertising of fumigant products, alcoholic beverages, medicines, agricultural treatments and pesticides, under the terms of § 4 of Article 220 of the Federal Constitution, in order to restrict the consumption of alcoholic beverages by drivers of motor vehicles.

The Foundation calls this law the *Law of Life*, as during the first 30 days after its implementation there was a drop in the number of hospitalizations in the country’s main A&E departments of more than 40%.

FIGURE 21. REGIS MORAES AND DIZA GONZAGA, THE PARENTS AND FOUNDERS OF VIDA URGENTE (BRAZIL)



Source: Image bank of the Thiago de Moraes Gonzaga Foundation. Vida Urgente.

“Lei dos Postinhos” (58)

Based on the experience of the *Madrugada Viva* action, we realized that many of the road accidents in which alcohol consumption was involved was because it “went” from gas stations where young people used to spend the night drinking alcohol.

As a result of the Foundation's initiative, in 2006 the Municipal Council of Porto Alegre unanimously approved a law banning the consumption of alcohol in gas stations, parking lots and other similar facilities. Today, many other municipalities have adopted this legislation.

Helmets

Helmets are of vital importance for travelling on motorcycles in safety; whether as the driver or the passenger, a helmet must always be worn. As the Spanish General Directorate of Traffic reminds us, wearing a helmet reduces the risk and severity of injuries by 72%. In addition, it reduces the likelihood of death by 39%, depending on the speed of the motorcycle.

FIGURE 22. INFOGRAPH OF HELMETS



Source: Fundación MAPFRE. Goal Zero program.

In 2018, 13 countries (Argentina, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Spain, Guatemala, Panama, Paraguay, Portugal, Uruguay and Venezuela) had legislation in place making it mandatory for both the driver and the adult passenger of motorcycles to wear a *helmet*. In the case of children, although in 2009 there was no specific information available on the conditions for children to ride a motorcycle (age, height, etc.), by 2018, eight countries (Brazil, Costa Rica, Ecuador, Spain, Paraguay, Portugal, Uruguay and Venezuela) had published explicit requirements for this, although in rather disparate terms.

In Spain, children under the age of 12 are not allowed to ride motorcycles as passengers. The minimum age is reduced to seven when the driver is a parent or someone authorized by the parents, but only in towns and cities. In all cases, the child is required to wear a protective helmet and travel astride the seat behind the driver with his/her feet resting on the side footrests.

In Uruguay, children are not allowed to ride motorcycles until their feet can reach the footrests.

With regard to the requirement for helmets to meet a certain quality standard, in 2009 seven countries (Argentina, Brazil, Chile, Spain, Mexico, Portugal and Venezuela) made this a requirement while in 2018 this rose to ten countries (Argentina, Bolivia, Brazil, Chile, Costa Rica, Ecuador, Spain, Paraguay, Portugal and Uruguay).

Outcomes

- ☉ **POSITIVE:** Five countries in 2018 (Bolivia, Costa Rica, Ecuador, Paraguay and Uruguay) made it mandatory to have technical standards in place for helmets.
- ☉ **POSITIVE:** Eight countries (Brazil, Costa Rica, Ecuador, Spain, Paraguay, Portugal, Uruguay and Venezuela) have established specific age parameters (or other conditions) for children to travel on motorcycles, as of 2009.
- ☹ **NEGATIVE:** Five countries in 2018 (Argentina, Bolivia, Chile, Guatemala, Mexico and Panama) HAVE NOT established any restrictions for children to travel on motorcycles.

The contributions of civil society

Gonzalo Rodríguez Foundation (Uruguay): “Study on the conditions of children travelling on motorcycles in Latin America”

This exploratory study (59), which was carried out in 45 cities in six countries (Argentina, Brazil, Colombia, Paraguay, Dominican Republic and Uruguay), used the non-participant observer technique, revealing what happens in traffic based on previously defined criteria. At the same time, it gathered information on people’s perceptions, habits and knowledge about children travelling on motorcycles through a survey.

The results raise some challenges regarding the safety of children on motorcycles.

FIGURE 23. COVER OF THE STUDY ON THE CONDITIONS OF CHILDREN TRAVELLING ON MOTORCYCLES IN LATIN AMERICA



Source: Image bank of the Gonzalo Rodríguez Foundation.

In this respect, it was found that there was generally very limited use of approved helmets by younger children, partly because there are no approved helmets for children under the age of 2-3 but also because it is not covered in the regulations or otherwise not monitored. The use of other safety measures is also very limited, such as high-visibility clothing, even in countries where this is a legal requirement.

With regard to children, a fundamental safety factor is that they can reach the footrest; in this respect the survey results were worrying, even in Uruguay where it is regulated. Another of the measures that offers increased safety for children on motorcycles is the position of the passenger, and it is alarming to note that most children are transported in unauthorized positions.

The choice of the motorcycle as a form of transport is prevalent due to the factors of economy and speed, and there is also a relatively high perception in every country that children are safe on motorcycles.

In cities where there is lower use of safety measures the number of children travelling on motorcycles is higher, related to the perception of safety and also the lack of information for motorcycle users. Generally speaking, the study also showed a disparity in transport conditions between towns and cities in inland regions, which indicates the importance of local regulations on road safety.

Seat belts

This is one of the simplest and most effective systems for safe travel. Despite the fact that it has been shown that seat belts can reduce the risk of death by up to 80% in a frontal collision, many people still do not use them.

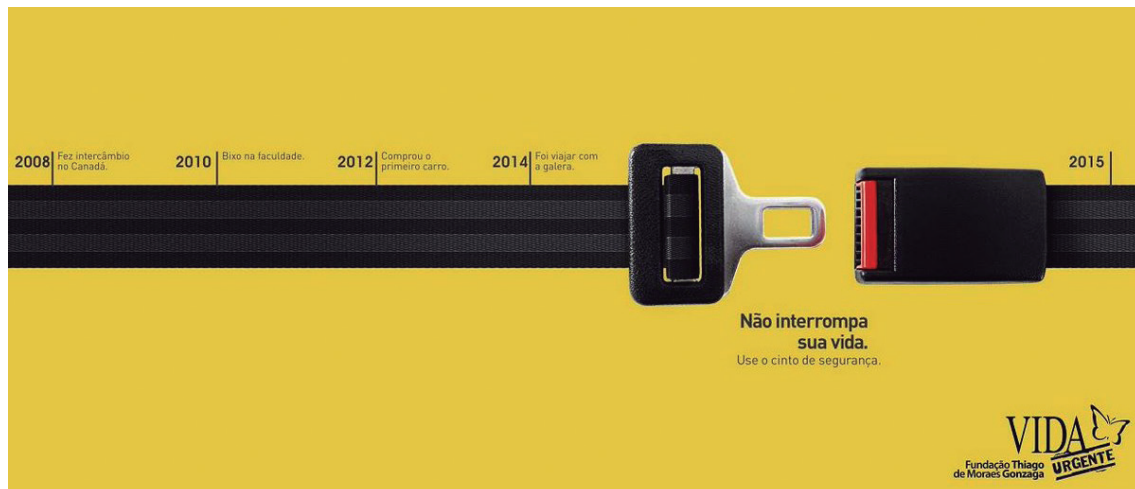
In 2009 and 2018, only two countries had no national legislation making seat belts mandatory (Bolivia in 2009 and Mexico in 2018). In 2009, nine countries (Argentina, Brazil, Chile, Costa Rica, Spain, Mexico, Panama, Portugal and Uruguay) made it mandatory for occupants of the front and back seats; three (Ecuador, Guatemala and Panama) only required their use for front seat passengers; one (Venezuela) only required it for the driver, and Bolivia made no references to their use whatsoever.

In 2018, the following countries made it an additional requirement for both front and back seat passengers to wear a seat belt: Ecuador, Paraguay and Venezuela, while Bolivia only made it a requirement for the driver; Guatemala only made it a requirement for the driver and the front seat passenger, and Mexico had no federal obligation in place for the use of seat belts for any passenger.

Outcomes

- ☺ **POSITIVE:** In 2018, Ecuador and Paraguay declared they had updated the law to make the use of seat belts mandatory for all vehicle occupants.
- ☹ **NEGATIVE:** Bolivia does not make the use of seat belts mandatory for passengers travelling in either the front or back seats.
- ☹ **NEGATIVE:** Guatemala does not make the use of seat belts mandatory for passengers travelling in the back seats.
- ☹ **NEGATIVE:** Mexico, which in 2009 declared it had a national law that made it mandatory for all vehicle occupants to wear seat belts, went on to declare in 2018 that it had no such national law on the use of seat belts.

FIGURE 24. CAMPAIGN ON THE USE OF SEAT BELTS IN 2017 (BRAZIL)



Source: Image bank of the Thiago de Moraes Gonzaga Foundation. Vida Urgente.

The contributions of civil society

Gonzalo Rodríguez Foundation (Uruguay):

Safe School Transport

This program, which was instigated in 2008, was based on a review of the regulations governing school transport in comparison with the technical and safety conditions that vehicles provide for their passengers (i.e. schoolchildren).

In Uruguay, school transport is a point-to-point service (home-school-home) provided by private operators.

Although paragraph D of Article 31 of the National Traffic Law 18,191 of Uruguay makes reference to the use of seat belts by users of school transport, there is no reference to any specific safety conditions.

Taking this legislation as a basis, the Gonzalo Rodríguez Foundation carried out an exercise based on a technical analysis, demonstrations of best practices and the promotion of incentives to renew the fleet of vehicles used for transporting children to school to ensure that they meet the most stringent international safety regulations.

These changes were reflected in national law and in regulations in several of the country's departments. It is important to note that government departments are obliged to comply with national laws; they also have the power to regulate national laws in the territories that concern them, which means they are responsible for the inspection and authorization of the vehicles destined for this purpose.

FIGURE 25. THE “USING A SEAT IS THE LAW” CAMPAIGN, URUGUAY



Source: Image bank of the Gonzalo Rodríguez Foundation.

Child Restraint Systems (CRS)

Finally, with regard to *Child Restraint Systems* (CRS), in 2009 nine countries (Brazil, Chile, Costa Rica, Spain, Mexico, Panama, Portugal, Uruguay and Venezuela) declared they had legislation in place making their use mandatory. Unfortunately, there is no information dating from 2009 to say whether the law is based on the age, weight or height of the child or a combination of these factors, nor if children below a certain age or height are permitted to occupy the front seats.

In 2018, ten countries (Argentina, Brazil, Chile, Costa Rica, Ecuador, Spain, Paraguay, Portugal, Uruguay and Venezuela) declared they had this legislation, though with certain exceptions⁷.

Of these ten countries, only four of them (Costa Rica, Spain, Portugal and Uruguay) prohibit minors from travelling in the front seats based on their height and not just their age. With regard to the requirement that child restraint systems comply with a technical standard (national or international), five countries (Argentina, Costa Rica, Ecuador, Paraguay and Venezuela) do not demand this standard while another four (Bolivia, Guatemala, Mexico and Panama) have no directive in this respect.

Outcomes

- ☺ **POSITIVE:** Two countries (Argentina and Paraguay) have passed a law on the mandatory use of child restraint systems.
- ☹ **NEUTRAL:** Two countries (Ecuador and Venezuela), although not making it mandatory to use child restraint systems, do so with certain exceptions as they do not specify minimum use requirements.
- ⊖ **NEGATIVE:** Five countries (Argentina, Costa Rica, Ecuador, Paraguay and Venezuela) do not require that child restraint systems comply with a technical standard (either national or international), while another four (Bolivia, Guatemala, Mexico and Panama) have issued no directive in this respect.

⁷ Argentina: An amendment in 2018 (not covered in the review period, which ended in December 2017) raised the age limit for the mandatory use of child restraint systems to 10 years of age.
Ecuador: The legislation refers to seat belts or restraint systems for children under the age of 12, but does not specify a minimum age/height/weight below which only child restraint systems may be used.
Panama: Children under the age of two must be placed in a child restraint system when no other passenger is sitting in the rear seats of the vehicle.
Venezuela: The law requires that “babies” use “special seats for this purpose”, but does not specify the age of the children belonging to the category of “infants”.

The contributions of civil society

Gonzalo Rodríguez Foundation (Uruguay): “Use a Seat. Travel Safe. Get there safely” (60), in 2010, 2011 and 2012

In order to promote a cultural shift in society, one of the main tools used by the Gonzalo Rodríguez Foundation was to create and disseminate public welfare campaigns in order to raise awareness in society as a whole. In this respect, over the years the Foundation has developed different campaigns which are broadcast on TV and radio, through the press and public hoardings, and on the internet.

FIGURE 26. “USE A SEAT. TRAVEL SAFE. GET THERE SAFELY” CAMPAIGN (URUGUAY)



Source: Image bank of the Gonzalo Rodríguez Foundation.

As a strategy, the campaign pursued three main objectives: to raise society’s awareness so that people understand the need to use Child Restraint Systems (CRS) as the only possible way of ensuring that children travel safely; to galvanize the authorities and other actors in civil society to promote and regulate the use of child restraint systems; and to encourage the general public to adopt the habit of using these systems.

“Usar Silla es Ley” (61) 2013, 2014

After Law 19,061 (62) was passed, the campaign “Using a Seat is the Law” was launched in 2013. Its objectives were to make the general public aware of the importance of using child restraint systems and to inform them of the legal obligation to do so at a national level.

**FIGURE 27. "USING A SEAT IS THE LAW"
CAMPAIGN (URUGUAY)**



Source: Image bank of the Gonzalo Rodríguez Foundation.

“New” risk factors that contribute to road accidents

In addition to the above five risk factors, this study also considers the use of mobile phones and psychoactive substances, the situation of driving licenses, and road safety education in the countries covered in the report.

Use of mobile phones

Distractions while driving, whether due to the use of mobile phones or devices installed in the vehicle, are a growing risk factor for all drivers, especially young and inexperienced ones (63). Evidence shows that talking on the phone while driving (with or without a hands-free system) increases the probability of being involved in a collision by up to four times. This risk increases to approximately 23 times in the case of sending/receiving text messages while driving (64).

In 2018, 12 countries (Argentina, Brazil, Chile, Costa Rica, Ecuador, Spain, Guatemala, Panama, Paraguay, Portugal, Uruguay and Venezuela) issued laws on the use of mobile phones when driving. In these same 12 countries (Argentina, Brazil, Chile, Costa Rica, Ecuador, Spain, Guatemala, Panama, Paraguay, Portugal, Uruguay and Venezuela), this law applies to the use of mobile phones without a hands-free device, while in four countries (Argentina, Brazil, Panama and Paraguay) the law also applies to the use of mobile phones *with* a hands-free device.

Meanwhile, two countries (Bolivia and Mexico) have no kind of legislation in this respect (65).

Driving under the influence of psychoactive substances

As in the case of driving under the influence of alcohol, driving under the influence of illicit drugs and certain prescribed medications (driving under the effects of psychoactive substances) significantly increases the likelihood of being involved in a collision or even dying in a traffic accident (66). Consuming alcohol and psychoactive substances at the same time is particularly dangerous.

Although the increased risk of driving under the effects of these substances is widely recognized, there is insufficient evidence on the efficacy of legislation that limits or prohibits driving in these circumstances to establish best practice criteria. Although every country involved in the study has its own national law in force to prohibit driving under the influence of psychoactive substances, only three of them (Panama, Uruguay and Venezuela) indicate that they perform tests to detect the consumption of these substances in all drivers who have caused or incurred fatal injuries (67).

Drivers' licenses

In the determination to move forward in finding common solutions, at the VIII Ibero-American Meeting of Traffic and Road Safety Managers held in Santiago de Chile in June 2009, the Ibero-American Charter on Drivers' Licenses was approved as a road map to indicate the common path to be followed by all the countries in the region.


The issue of a license for driving a motor vehicle, apart from being a straightforward administrative procedure, is one that should prove that its owner meets the requirements of ability, knowledge and skill necessary to be able to drive the vehicle in question safely.

It is the responsibility of the Public Administrations that issue these licenses to guarantee that people with access to motor vehicles have the necessary knowledge, a good command of the vehicle, and are equipped to drive on the public highway without jeopardizing the integrity of other people and property.

Issuing a drivers' license is a matter of public safety. Issuing one to someone who is not equipped to drive safely carries a high risk that very often results in pain and death. Whoever does so should take responsibility for their actions before society.

After three years, an initial overview was made and, with the information provided by the representatives of the different countries, the Status Report 2012 of the Charter was drawn up, which was then presented at the XII Ibero-American Meeting of Traffic and Road Safety Managers held in Buenos Aires.

In 2016, at the request of the Technical Secretariat of the OISEVI, the Status Report 2016 was issued with the aim of ascertaining the changes that had taken place during that period and getting an overview of the situation. "Seven years have now passed, and some countries have started moving forward while others are still at the starting line. Some are even moving in the opposite direction to what was agreed". Status Report, 2016.



The 2016 Report presents a situation that is highly unsatisfactory, because it is neither satisfactory nor acceptable that due to the lack of decisive action by the competent administrations, thousands of lives continue to be lost on public roads in the region every year due to traffic accidents. Some of these accidents are caused by drivers to whom these same administrations have issued a driver's license without checking whether they meet the necessary conditions for safe driving.

Road Safety Education

In 2019, Fundación MAPFRE commissioned the FICVI to draw up a study entitled "State of the Art of Road Safety Education in Ibero-America". The report addresses the current situation of road safety education in fourteen Ibero-American countries: Argentina, Brazil, Chile, Colombia, Costa Rica, Ecuador, Spain, Guatemala, Mexico, Panama, Paraguay, Dominican Republic, Uruguay and Venezuela.

According to the results of the survey, almost all of them agree on the importance of Road Safety Education from the earliest stages of schooling.

In terms of legislation, to a greater or lesser extent and within the legal spectrum of each country, there are regulations that in some way or another mandate the inclusion of Road Safety Education in formal education; however, these same regulations are often not clear or have gaps.

The logical question that arises, then, is: why, if we all agree on the benefits that road safety education can bring in the short, medium and long term, is it not happening?

In this respect we have come up with a few possible answers:

1. Because Road Safety – and hence Road Safety Education – is still not considered to be a matter of state. Even though there are countless declarations, adhesions to the Decade of Action for Road Safety, to the new goals of the Sustainable Development Agenda, etc., these are simply "declarative" responses which do not pass into concrete actions.
2. Because when talking about "Road Safety Education", it is assumed automatically that this is the responsibility of teachers, without stopping to think that in order to reach the students (who we might call the last link in the chain) it is first necessary for the government authorities involved to fulfil a long list of rulings, adhesions and commitments that must then be enacted and followed up to ensure that the Road Safety Education is actually taking place.
3. Because it is easier for a traffic policeman or civil association that works in this sphere to come along to a school every so often to give a "talk" or a "workshop" than to rearrange the school curriculum and "burden" the teacher with yet another subject to deal with, within the same class time that is already set aside for all the subjects that lead to qualifications and hence are much more "important" for students.

Although these are just some of the many possible answers, we prefer to be optimistic and believe that perhaps the most challenging task – given its characteristics – is only just beginning, and this is that there should be a law or a ruling that makes Road Safety Education a cross-cutting subject within the school curriculum.

FIGURE 28. WARNING



Source: Free online image bank.

To create state policies, political will is necessary and this is often subject to criteria that transcend the common sense of citizens for the sake of higher national interests. From our perspective, we believe that in this matter, which literally impacts human life, the implementation of Road Safety Education should be part of a long-term national political consensus that guarantees access to education to generate highway knowledge, skills, attitudes and values that promote the appropriate behavior for safe mobility and healthy coexistence among all road users, whether they are pedestrians, drivers or passengers.

“State policies” are not declared, they are CREATED (68).

The contributions of civil society

Mónica Licona Foundation (City of Panama, Panama): “Biciescuela”

This is a recently-created project that has been implemented with the support of Fundación MAPFRE and started off as an essential activity to complement the “Recreovía de Panama” project of the Mayor’s Office of Panama. While it promotes the use of bicycles as a means of clean and sustainable transport, there is still little willingness to address the issue of unsafe roads due to intolerance and the lack of values, street safety and road safety education in the city.

FIGURE 29. PROMOTIONAL LEAFLET FOR BICIESCUELA (PANAMA)



Source: Image bank of the Mónica Licona Foundation.

The Biciescuela is aimed at children between the ages of three and eight, some of whom have disabilities. It starts with a dynamic educational talk about road culture and safety for children, promotes the use of personal protective equipment, and equips the children with a bicycle suited to their needs. Finally, they use a safe cycle circuit where instructors and other staff help the children either to learn to ride or to improve their skills if they already know how to use a bike.

The project takes place every Sunday in the RecreoVía space between 7 a.m. and 12 noon. The children are divided into groups which take turns every 30-35 minutes. The goal is to train at least 50 children every Sunday for the project to be sustainable over time.

Stop Accidentes (A Coruña, Spain): A.N.C.A.S. (Association for Children Walking in a Safe and Sustainable Environment) and the national competition "Let's walk to school" (Ahora vamos andando al cole)

This educational urban mobility project began in 2010 and now enjoys the support of Fundación MAPFRE, thanks to which it has been possible to extend it to several other Spanish regions.

This is a citizen participation project that started in A Coruña and is part of the strategy of the City Council of A Coruña to provide a safe and sustainable mobility alternative by promoting a reduction in the use of private vehicles and encouraging people to recover the streets as a place for social engagement and coexistence, turning pedestrians into key actors who demand road safety improvements in their neighborhoods and the areas around schools.

FIGURE 30. LOGO OF THE A.N.C.A.S. PROJECT. STOP ACCIDENTES (SPAIN)



Source: Image bank of Stop Accidentes.

The program is currently being extended to four other neighboring municipalities with more than 30 schools and 122 established itineraries offering a total of almost 200 kilometers of safe routes for students to walk to school.

These safe routes and the different meeting points are signposted with the frog logo of San Antón A.N.C.A.S. which marks out the round trip during normal school hours (<https://stopaccidentes.org/conocenos/ayuda-orientacion-victimas-afectados-accidentes-traffic/caminos-escolares-ancas/gmx-niv222.htm>).

The school community, students' families, neighborhood associations, local shopkeepers and municipal administrations are actively involved in promoting safe behavior in everyday mobility, which has managed, most importantly, to modify school environments with safer and more inclusive infrastructures.

During the 2017-2018 school year, the competition "Ahora vamos andando al cole" ("Let's walk to school") was launched to raise awareness of this school route nationwide. A total of 8,666 students took part in some 300 interactive workshops that promoted safe mobility attitudes and values. The winning student featured just the right message in her drawing: "although we speak different languages, road safety speaks the same language".

FIGURE 31. PROMOTIONAL POSTER FOR THE LET'S WALK TO SCHOOL PROJECT. STOP ACCIDENTES (SPAIN)

II EDICIÓN DEL CONCURSO

Un concurso que **pinta muy bien**. Porque el objetivo es **promover los valores** de una movilidad sostenible, segura y saludable. ¡Y porque tú tendrás que enviar un **dibujo** o escribir una **carta** para representarlos!

¡AHORA VAMOS ANDANDO AL COLE!

PARTICIPANTES:

- 1ª categoría: alumnos de 2º y 4º de Educación Primaria.
- 2ª categoría: alumnos de 5º y 6º de Educación Primaria.

INFORMACIÓN / INSCRIPCIÓN:
aulasactivasfistopaccidentes.org
 FECHA LÍMITE DE INSCRIPCIÓN:
1 de octubre de 2019

PREMIOS POR COMUNIDAD AUTÓNOMA:
 4 CC.AA. participantes
 6 premios finalistas por categoría que recibirán, cada uno, una bicicleta y un casco.

PREMIOS NACIONALES:
 1 Premio Nacional por categoría, consistente en un viaje para la clase del alumno/a ganador y material deportivo/educativo para cada centro escolar del alumno/a ganador.

ACCEDA A LAS BASES

A.N.C.A.S. **STOP** accidentes **Fundación MAPFRE**

Source: Image bank of Stop Accidentes.

W/ We demand

- That our governments *adopt the international recommendations* of the World Health Organization and the United Nations regarding the measures of proven efficacy against risk factors, notably: speeding, alcohol and drugs; seat belts; child restraint systems; motorcycle helmets; use of mobile phones at the wheel; and vehicle technology.
- That our governments include *road safety education as part of the national curriculum* at every level of education, assigning the necessary human and financial resources and conducting the necessary audits to ensure immediate compliance.
- That our governments *establish a strict and rigorous system for issuing drivers' licenses*. Obtaining a license is not a right but a permit that society gives to those of its citizens who have accredited their technical and psychophysical aptitude.

Pillar 5: Post-crash response

This Pillar proposes: "Increasing responsiveness to post-crash emergencies and improving the ability of health care and other systems to provide the appropriate emergency treatment and longer term rehabilitation for crash victims".

The Decade of Action for Road Safety proposed a series of activities that were essentially limited to the framework of healthcare response following a road accident. From the viewpoint of the victims who have experienced them, and their families, we have always understood that "post-crash response" is not, and should not be, limited simply to the healthcare services.

The FICVI decided to work comprehensively on Pillar 5 right from the beginning of the Decade of Action, providing a response to the affected families above and beyond the emergency response. Our research has been carried out from the perspective of the victims in the region's countries which has enabled us to identify what needs have to be met to establish the guidelines to be followed.

Single Emergency Number System

Much can be done to reduce the burden of mortality and disability resulting from road accident injuries by strengthening trauma care service from pre-hospital care through to rehabilitation. The chain of survival begins at the site of the accident. Fast, high quality pre-hospital care can save the lives of many injured victims. The rapid arrival of emergency response teams is an important factor in minimizing the adverse consequences of a road accident.

Although most of the countries covered in this study had an emergency telephone number for access to pre-hospital care in 2009, five countries only had regional telephone numbers and two did not even have an identified number.

By 2018, the situation had improved considerably, as 12 countries now have a national number identified for emergencies, although one of them – Guatemala – has several numbers.

Outcomes

- ☉ **POSITIVE:** Six countries (Ecuador, Guatemala, Mexico, Panama, Paraguay and Uruguay), which did not previously have a nationwide emergency telephone number in 2009, had one by 2018.
- ☉ **NEUTRAL:** Argentina stated in the 2018 report that it had a number but only for partial coverage, whereas in fact it has a nationwide number according to official data (69).
- ⊖ **NEGATIVE:** Bolivia, which in 2009 reported that it had a nationwide emergency number, stated in 2018 that this number only provided partial coverage.

It is of the utmost importance that all countries in Latin America and the Caribbean have a common emergency number – 911 – that the public are aware of, and that it leads to immediate action in every country.

Mandatory Vehicle Insurance

Although mandatory third-party liability insurance (SOV in Spanish)⁸ has been implemented in the countries of Latin America and the Caribbean (LAC) since the mid-twentieth century, and today exists in most countries, according to the initiative of the Inter-American Development Bank (IDB) “Move Safe” (70), there is evidence that the share of its premiums against total car production is low. Of the USD 29 billion recorded in aggregate car premiums in 2017, 93% corresponded to voluntary policies, as did 88% of the USD 16 billion paid out for accident claims.

A review of third-party liability insurance in the region shows that there are protection gaps for some victims, either because of the structure of the insurance contract and its technical parameters, or because of the low level of compliance with the measure. By the same token, the timings required for the recognition of the accident need to be revised in the cases where it is subject to a judicial process that defines the responsibility of each actor in the traffic event.

The insurance sector is a key player in road safety and its contribution is not limited to simply paying out on claims, though this is important for victim care. The evidence shows that it is possible to introduce modifications to mandatory third-party liability policies that would help to improve road safety indicators.

Benefits for the actors involved

The implementation of mandatory third-party liability insurance leads to direct benefits for all the actors involved.

⁸ Also known as SOAT or SOA.

- *Government*: With the adoption of mandatory third-party liability insurance the government benefits from financing for victim care, relieving the fiscal pressure on it. In addition, the public and private health networks are strengthened by an increased flow of resources for caring for the victims of road accidents.
- *Insurers*: The implementation of mandatory third-party liability insurance increases the lines of business available in the country, improves the level of coverage of current risks, makes it possible to reach populations that have not previously had contact with insurers, and compensates the damages caused by traffic-related events.
- *Victims*: The victims are the direct beneficiaries of the implementation of mandatory third-party liability insurance, insofar as they have the necessary protection that guarantees immediate care and, depending on the structure of their insurance policy, comprehensive damage repair. Timely, high quality medical care reduces the likelihood of death in the case of very serious injuries and mitigates the physical impact of road accident injuries.
- *Vehicle owners*: Mandatory third-party liability insurance protects the owner of the vehicle in the event of a traffic accident that causes personal or material damage to others. This protection allows reparation for the victim without adversely affecting the economic capacity of the owner and his/her family.

Outcomes

When undertaking an analysis of the type of insurance adopted for structuring mandatory third-party liability policies in Latin America and the Caribbean, it is evident that they focus mainly on the personal protection of traffic accident victims by offering coverage for physical injuries, disability and death. Brazil and Chile use the technical structure of the personal accident insurance contract, while Argentina, Costa Rica⁹, Mexico¹⁰, Panama, Uruguay and Venezuela have adopted the civil liability insurance contract.

The contributions of civil society

FIGURE 32. MAIN BANNER OF THE FICVI'S FACEBOOK PAGE



Source: Image bank of the FICVI.

9. The insurance law establishes that the insurance covers pedestrians and vehicle occupants who are victims of a traffic accident, regardless of whether the driver is subjectively responsible or not.

10. This refers to the mandatory insurance for federal roads, highways and bridges, in accordance with the provisions of Agreement 07 of 2014. However, for the purposes of this analysis it is understood that Mexico does not have an SOV with national coverage.

The Ibero-American Federation of Victims' Associations Against Road Violence (FICVI), being well aware of the numerous personal and family tragedies that mount up day after day in the countries of the association, has contributed to implementing the objectives proposed by Pillar 5 of the Decade of Action for Road Safety by undertaking a series of reports and activities in support of the prevention and post-accident stages.

Every year the FICVI organizes and participates in numerous meetings, forums, conferences and seminars both regionally and internationally, mainly in the capacity of speaker or panelist, with the aim of increasing the visibility of road accident victims, advocating for their rights, and promoting the necessary adoption of road safety and safe and sustainable mobility as a state policy that transcends governments and emphasizes the right to life that is upheld by all our countries' constitutions.

Over the years, we have developed programs and entered into collaborations with numerous international organizations¹¹, which has allowed us to execute our demands and actions.

Comprehensive Assistance for Traffic Accident Victims

The victims of traffic accidents and their families always require sensitivity, emotional support and understanding of their problems, along with good practices. They need psychosocial care and free legal guidance that, in our view, should be provided for every victim by the State, for the simple fact of being a human being and a citizen of that country.

The *Comprehensive Assistance Units for Traffic Accident Victims* (UAVT) should provide a meeting point where the people affected can go after a traffic accident and where all the information is centralized for the victims and their close family members and where, within the scope of their competences, they can take care of all the victims and others affected by traffic accidents.

With the creation of these units, we want the State to provide a specific response beyond dealing with an initial healthcare emergency, because it is only by recognizing that this problem exists at a personal level for every victim affected that we will be able to move forward to find solutions and give the appropriate response.

We believe that the recognition, protection and support of victims are essential not only in material aspects and economic reparation, but also in the moral dimension. To do so, it is fundamental to offer victims the maximum facilities to exercise and safeguard their rights, making every effort to avoid unnecessary formalities that actually represent a second victimization process; providing effective information and guidance on the rights and services they are entitled to and steering them towards the competent authority.

☺ **POSITIVE:** In February 2019, the National Road Safety Agency of Argentina (ANSV) formally presented the "Federal Network of Care for the Victims of Road Accidents and their Families". This network was created at the behest of the FICVI and its member associations in Argentina, *Conduciendo a Conciencia and Compromiso Vial*. This is the first *Comprehensive Assistance Network For Traffic Victims in Ibero-America, and serves as an example to be followed by the other countries in the region with which FICVI collaborates*.

¹¹. Fundación MAPFRE; FIA Foundation; Association for Safe International Road Travel (ASIRT), multilateral cooperation organizations such as the Latin American Development Bank (CAF); the Inter-American Development Bank (IDB) and the World Bank, and public organizations such as the World Health Organization (WHO); the Pan American Health Organization (PAHO), the Center for Disease Control and Prevention (CDC) and the International Union for Health Promotion and Education (IUHPE).

- ☺ **POSITIVE:** Working agreements were promoted and signed in relation to the NEED TO CREATE UAVTs with: the National Road Safety Council (COSEVI) of Costa Rica, the Mayor's Office of Panama City and the National Agency for the Regulation and Control of Road Transport, Traffic and Road Safety (ANT) and the CAVAT Foundation in Ecuador.

Justice

As a complementary action, considering the multiple factors involved in traffic accidents at every level (psychological, judicial and social), it is important to promote the creation of *Prosecutors Specializing in Crimes against Road Safety* in order to harmonize the criteria for action as an effective response to criminal offenses against road safety and to guarantee the unity of criteria and responses in this matter.

In this respect, from 2018 onwards the FICVI has included among its annual objectives the organization of travelling forums in the region with the aim of promoting the creation of these prosecutors, as well as explaining the problems within the legal system concerning the investigation and legal protection of deaths and injuries caused by negligence with motor vehicles.

- ☺ **POSITIVE:** In conjunction with the National Road Safety Unit (UNASEV) in Uruguay, the First Ibero-American Forum on Road Safety Justice was held.
- ☺ **POSITIVE:** The Second Ibero-American Forum on Road Safety Justice was held on 17 and 18 September 2019 in Rosario in the province of Santa Fe, Argentina.

Training

We develop tools aimed at all the professionals – including police, firefighters, first responders and volunteers – who in one way or another come into contact with the victims of road accidents and their families, as well as with the general public. These tools allow:

- An understanding of the emotional state of the people who are experiencing a situation of this kind in order to offer them professional assistance commensurate with their needs, and
- The transformation of the information resulting from a traffic incident into a form of education and awareness-raising for the general public.

To promote these tools, we hold awareness and training workshops, most notably the following:

1. *Training and awareness-raising on Assistance Units for Road Accident Victims:* Aimed at psychologists, social workers, teachers, lawyers, prosecutors, traffic authorities and legislators, among others.
2. *Workshop on How to Communicate Bad News:* Aimed at police, firefighters, relief corps, humanitarian teams, insurers, institutional spokespeople, emergency personnel and entities involved in road accidents.
3. *Workshop on How to Communicate by Educating:* Aimed at journalists, communicators, marketing experts, publicists and students of journalism, communication, marketing and advertising.

Legislation

We know that together we are stronger, and together we have positioned the issue of road accidents in government policies, generating a social pressure that has enabled us to raise public awareness, change laws and advocate for our rights.

Thanks to the internal exchange of good practices with our member associations, we have managed to achieve the following advances, among others:

- ☉ In Argentina, the Conduciendo a Conciencia association contributed to creating the National Road Safety Agency (ANSV) in 2008.
- ☉ In Brazil, the Vida Urgente Foundation instigated the “Lei dos Postinhos” which bans the consumption of alcoholic beverages in gas stations, parking lots or similar facilities.
- ☉ In Bolivia, the Misión Cero Foundation has promoted and actively contributed to drawing up the first Bill for a Road Safety Law.
- ☉ In Chile, the Emilia Silva Figueroa Foundation was the driving force behind the enactment of the law that classifies driving in a state of inebriation as a crime (2007-2014).
- ☉ In Costa Rica, the ACONVIVIR association was a driving force behind Law 19,548 on Mobility and Safety of Cyclists (2018).
- ☉ In Spain, STOP ACCIDENTES helped to modify the Criminal Code with regard to alcohol, speeding and driving without a license (among other issues).
- ☉ In Mexico, in the State of Nuevo León, the NACE association changed the Law to integrate the Citizen Road Safety Observatory, which it currently chairs, into the Institute of Vehicle Management (2018).
- ☉ In Mexico, in the State of Jalisco, thanks to the VIVIAC citizens’ movement, there is a groundswell for the creation of Federal Law on Road Safety (2019).
- ☉ In Panama, the Mónica Licona Foundation supports and has managed to get signatures on the Agreement for Road Safety and Education (2019).
- ☉ In Uruguay, the Gonzalo Rodríguez Foundation has managed to get National Decree 206 passed and an amendment of Law 19,061 on Traffic and Road Safety in National Territory which helps to protect children on school transport and in private vehicles (2010-2014).

Publications

With the aim of helping to develop initiatives related to Pillar 5 and increasing awareness of them and the defenseless situation of the victims of road accidents in the Ibero-American region, the FICVI has developed a series of documents:

2013: *Rostros de Iberoamérica* (Faces of Ibero-America) are first person testimonials about the impact of traffic accidents on the victims, their family members and their communities¹².

2014¹³: With the aim of defining a comprehensive assistance route that establishes and improves the necessary measures to deal with the affected families after accidents, an investigation was undertaken entitled “Response to Traffic Accidents in Ibero-American Countries”.

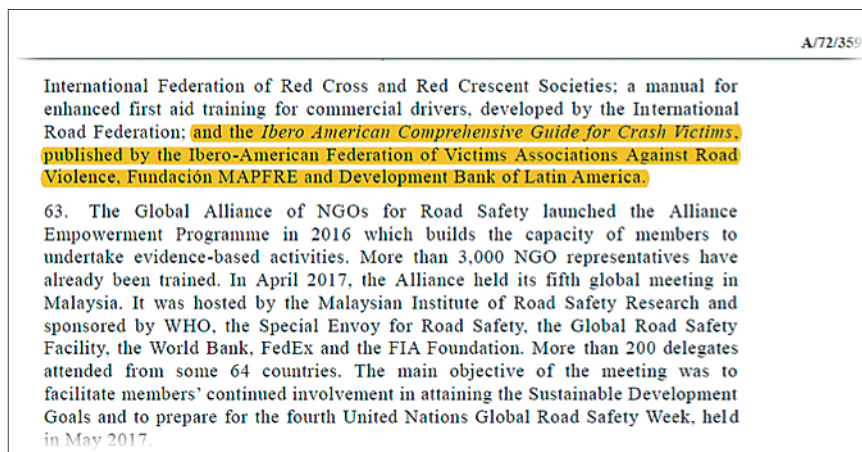
2015: The publication of the Ibero-American Comprehensive Guide for Crash Victims provided an essential document that, for the first time, sets out the guidelines to follow after road accidents and proposes in its conclusions one of the biggest challenges facing the FICVI in Latin America and the Caribbean: the promotion and implementation of a network of Comprehensive Assistance Units for Traffic Accident Victims (UAVT). The Guide has been distributed in print format to all the member countries of the FICVI (3,000 copies) and the authorities associated with this issue. It has been published in Spanish, English and Portuguese, given the importance of this document, and the UNRSC has requested its translation into French and Arabic for African countries (currently at the project phase).

¹². The publication in 2013 was a joint effort between ASIRT, IUPES and the Gonzalo Rodríguez Foundation with the collaboration of the FICVI and its member associations.

¹³. All publications between 2014 and 2019 were produced in collaboration with Fundación MAPFRE.

The publication of this document achieved widespread recognition and was mentioned at the seventy-second session of the United Nations General Assembly in 2017. (Report A/72/359)

FIGURE 33. MENTION OF THE FICVI'S WORK IN THE UNITED NATIONS REPORT, 2017



Source: Extract from the Report A/72/359.

2017: To promote and assist in the creation of the Comprehensive Assistance Units for Traffic Accident Victims (UAVT), the *Training Manual for Professionals of the Comprehensive Assistance Units for Traffic Accident Victims* and the *Protocol for the Implementation of Comprehensive Assistance Units for Traffic Accident Victims* were drawn up and published¹⁴. Their objective is to provide public authorities with a working methodology to resort to when training the professionals and agents involved in road accidents and who need to operate directly and indirectly in the development of the UAVTs.

2018: Thanks to the contributions of the FICVI's member associations, the *Characterization of NGOs focused on Road Safety: Challenges and Opportunities in Latin America* was drawn up and published. An introspective and critical analysis of each of our organizations was conducted with the aim of determining our strengths and weaknesses at this point in our trajectory in order to correct the course where necessary, while at the same time strengthening all those actions that generate added value for society and for our cause, which is none other than achieving zero traffic accident victims.

2019: The *State of the Art of Road Safety Education in Latin America* report was drawn up and is in the process of being published. The report was prepared based on a questionnaire distributed by education and road safety authorities along with the civil society associations that form part of the FICVI. One of the conclusions highlights the importance of implementing road safety education in values at a cross-cutting level from the earliest stages of the school system. The report concludes with a series of low-cost, high-impact recommendations and a number of aspects that we believe it is important to introduce in the debate on the future of road safety education.

¹⁴. The Latin America Development Bank (CAF) also collaborated in the 2017 publication "Protocol for the Implementation of Comprehensive Assistance Units for Traffic Accident Victims".

Ibero-American Meetings

Since 2014, on an annual basis, the FICVI has met with its member associations at the *Ibero-American Meeting on Road Safety*, organizing a seminar to focus on one or more topics of reference in the host country: participants include a group of national or international experts to discuss proposals and offer specific solutions to the issues concerning road safety in the host country. This generates a declaration that calls for agreements and commitments with the road safety authorities as well as the other sectors involved: healthcare, law, justice, transport, infrastructures, academia, the media and civil society.

These Meetings have been held in the following cities:

2014: “The Role of Civil Society”. Santiago de Chile, Chile (Declaration of Chile).

2015: “Road Safety, a shared responsibility”. Monterrey - Nuevo León, Mexico (Declaration of Monterrey, Mexico).

2016: “Statistics have a face”. Quito, Ecuador (Declaration of Quito).

2017: “Comprehensive assistance of traffic accident victims”. San José de Costa Rica, Costa Rica (Declaration of Costa Rica).

2018: “Road safety is everyone’s responsibility”. Ciudad de Guatemala, Guatemala (Declaration of Guatemala).

2019: “Goal Zero, the value of road safety”. Hermosillo y Guaymas. Sonora, Mexico (Declaration of Mexico).

Annual Reports

The annual reports of the FICVI can be referred to at the following link: <http://contralaviolenciavial.org/actualidad-memorias/gmx-niv44-tag80.htm>

W/ We demand

- That our governments provide an *effective healthcare protocol* for both immediate and post-hospital care.
- That our governments create *Comprehensive Assistance Units for Traffic Accident Victims* or integrate them in other types of similar entities already operating in their country, guaranteeing nationwide coverage and providing them with the human and financial resources necessary to do their work.
- That the public authorities control and severely punish the reckless drivers who put the lives of other people in danger, even if their actions have not caused a traffic accident.
- That an article is included in the Criminal Code to categorize crimes committed against road safety and allow exemplary penalties to be applied to educate the general public, prevent accidents and deter reckless driving.

Conclusions

Traffic accidents are violent and unexpected events that cause immense family tragedies when a loved one dies or suffers life-changing injuries.

At the beginning of the Decade of Action in 2011, the estimated annual death toll from traffic accidents worldwide was around 1.3 million people; more than 3,000 fatalities per day. Between 20 and 50 million more people incurred non-fatal injuries caused by traffic accidents, and these injuries constituted – and continue to constitute – a major cause of disability worldwide.

In 2010, when the Ibero-American Federation of Victims' Associations Against Road Violence (FICVI) was founded, it revealed through a petition that it was calling upon governments in the Ibero-American region to work on nine key points, compliance with which, to date, from the perspective of the victims' associations that form part of the FICVI, is summed up in the table below (*Table 9*).

Rating criteria:

- The points shown in RED are those for which no specific actions with measurable results have been implemented.
- The points shown in YELLOW are those for which the implementation of specific actions with measurable results has begun.
- The points shown in GREEN are those for which the implementation of specific actions with measurable results is taking place in a sustained way.

TABLE 9. STATUS OF COMPLIANCE WITH THE FICVI'S DEMANDS IN 2019

COUNTRY	Petition	#1: Road safety as a priority state policy	#2: Creation of a National Road Safety Observatory	#3: Integrate road safety education in the national curriculum	#4: Implementation of a strict and rigorous system for issuing drivers' licenses	#5: Severe control and punishment of reckless drivers	#6: The Criminal Code includes a chapter on crimes committed against road safety	#7: Governments allocate the necessary economic resources to guarantee the right to sustainable and safe mobility	#8: Existence of an effective protocol for immediate and post-hospital health care	#9: Improve infrastructure security. Establish and regulate the minimum safety requirements that vehicles must meet
Argentina		●	●	●	●	●	●	●	●	●
Bolivia		●	●	●	●	●	●	●	●	●
Brazil		●	●	●	●	●	●	●	●	●
Chile		●	●	●	●	●	●	●	●	●
Costa Rica		●	●	●	●	●	●	●	●	●
Ecuador		●	●	●	●	●	●	●	●	●
Spain		●	●	●	●	●	●	●	●	●
Guatemala		●	●	●	●	●	●	●	●	●
Mexico		●	●	●	●	●	●	●	●	●
Panama		●	●	●	●	●	●	●	●	●
Paraguay		●	●	●	●	●	●	●	●	●
Portugal		●	●	●	●	●	●	●	●	●
Uruguay		●	●	●	●	●	●	●	●	●
Venezuela		●	●	●	●	●	●	●	●	●

Source: Prepared in-house based on the views of the member associations of the FICVI.

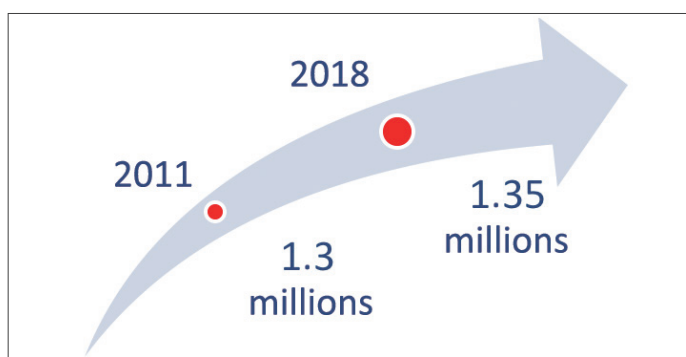
Considerations: This table was compiled based on the opinions and experiences of the victims' associations that form part of the FICVI.

The badly-named traffic accidents and their unacceptable consequences are one of the main socio-economic and public health problems in the Ibero-American region. For every fatality there are at least five people with serious injuries, who bear the scars for life.

This viewpoint is supported by the data provided by the WHO in its 2018 report, whereby almost at the close of the Decade of Action for Road Safety, the estimated annual death toll shows that the problem is getting worse.

Deaths from traffic accidents have increased to 1.35 million per year; this means that almost 3,700 people are dying every day on the world's roads. Tens of millions more are suffering from injuries or disabilities every year; injuries that will change their lives forever.

**TABLE 10. EVOLUTION OF FATALITIES,
2011 - 2018**



Source: Prepared in-house based on WHO figures for 2018.

This trend is due to numerous reasons: rapid urban development and increased motorization; poor safety standards and lack of control or law enforcement; people driving when tired or becoming distracted at the wheel; people under the influence of alcohol or drugs; speeding; failure to use seat belts; failure to use child restraint systems; failure to wear helmets, etc.

In the UN's Sustainable Development Goals, world leaders committed to halving the number of deaths and injuries caused by traffic accidents by 2020 (71). Three years later, the available figures show that very little progress has been made in reaching this target, and the trend suggests that this goal will not be achieved.

There is therefore an urgent need to expand interventions and investments based on empirical data, because development offers the opportunity for low- and middle-income countries to avoid the costly mistakes made in the past by high-income countries.

In the countries covered by this report, 81,291 people died on the roads in 2013 and 80,390 in 2018. There is no room for complacency in these outcomes, and even though the actual figures themselves may have improved, the number lives lost and families destroyed is simply unacceptable. Unless there is firm political will from the State, in addition to investment and leadership in this area, the number of deaths in Latin American will increase in the next decade.

(In 2004, the United Nations claimed that *Acting now will save lives*; however, in view of the failed commitments, here we are, 15 years later, still saying *it is time to act*.

Petition

Even acknowledging the failure of the Decade of Action, which has failed to meet most of the objectives that were set, we have not lost hope of moving forward to achieve the Sustainable Development Goals.

We are on the right track and we know that some of the measures have managed to save lives. Most of the countries analyzed have implemented, with greater or lesser success, actions to ensure that road safety is part of public policies and, in some cases, have made great efforts to implement and/or amend laws, which encourages us to continue demanding responsibilities from all the region's governments, because although any of us could become a victim, we are all part of the solution.

On a global level, we demand that the authorities recognize that the post-accident response should not be limited to emergency care at the time of the accident, but should include psychological, social and legal assistance for the victims and their families, as well as the implementation of physical, psychosocial and social rehabilitation mechanisms that provide the assurance of a reasonable quality of life, which includes labor and social reintegration and access to independent mobility.

In relation to the Ibero-American countries, we demand:

1. That our governments undertake to ensure that road safety is a *priority state-wide policy* in the same way as public health or education.
2. That our governments' *management of road accident data is objective, real and unified* at a national level, implementing *external audit systems* to ensure that every country has access to reliable data and information for decision-making and preventive actions.
3. That our governments include *road safety education in the national curriculum* at every educational level, allocating the necessary human and financial resources and conducting the audits necessary for immediate compliance.
4. That our governments *implement a strict and rigorous system for issuing drivers' licenses*; obtaining a license is not a right but a permit that society grants to its citizens once they have accredited their technical and psychophysical aptitude.
5. That the authorities control and severely punish those *reckless drivers* who put the lives of other people at risk, even if their actions have not actually caused a traffic accident.

6. That the Criminal Code includes a chapter on *crimes committed against road safety* which allows exemplary penalties to be applied to educate the general public, prevent accidents and deter reckless driving.
7. That our governments create *Comprehensive Assistance Units for Traffic Accident Victims* or integrate them into other similar types of entities already operating in each country, ensuring their nationwide coverage and equipping them with the human and financial resources necessary for them to do their work.
8. That our governments allocate the necessary *economic resources* to guarantee people's right to safe, sustainable and inclusive mobility.
9. That our governments prepare an effective protocol for immediate and post-hospital healthcare.
10. That our governments improve the *safety of infrastructures*, adopting United Nations regulations regarding the *minimum safety requirements that vehicles must meet* and implementing regular technical vehicle inspections nationwide.
11. That our governments *adopt the international recommendations* of the World Health Organization and the United Nations with regard to the measures of proven effectiveness against risk factors, most notably: speeding; alcohol and drugs; seat belts; child restraint systems; motorcycle helmets; and the use of mobile phones and new technologies in vehicles.

Final thoughts

●● The grief that does not speak knits up the
overwrought heart and bids it break.



William Shakespeare

Over the last ten years, the actors involved in road safety at an international level have focused their efforts, in relation to victims, on trauma care response, which depends hugely on the time factor: a delay of a few minutes can make the difference between life and death.

It is important to bear in mind that the fatality rate for serious injuries is much higher in low- and middle-income countries than in high-income ones, which have more developed emergency care systems. There is little literature on the subject of which components of emergency care have the greatest influence on these outcome differences, but studies based on models indicate that more than one-third of the deaths caused by trauma worldwide could be avoided if the outcomes of low- and middle-income countries approached those of higher income countries.

However, the days after the traffic accident are no less important, whether the person involved has died (in which case efforts must focus on their relatives and immediate circle) or if they have managed to survive. If the survivor has no visible physical scars, it is important to verify that there are no psychological scars either, and assist them in achieving the relevant reparation from the accident. Meanwhile, if the person has survived but with physical scars, whether minor or life-changing, we must ensure that the subsequent impact on their quality of life is as low as possible in terms of legal, psychological and social assistance.

It is *essential*, when talking about the “response to traffic accidents”, to broaden the field of action and approach it with a holistic and integratory outlook that should, at the very least, include the following:

Primary care mechanisms:

- At the accident site
- At the A&E center
- In the media
- In the way bad news is conveyed to family members and close friends

Secondary care mechanisms:

- A support network that responds to the victims’ needs:
 - Initial support with general information and guidance
 - Individualized legal information for exercising rights
 - Psychological intervention, care and support
 - Social care
 - Follow-up
- Professional services, provided in person, by telephone or online.

About the authors

Fundación MAPFRE

Fundación MAPFRE is a non-profit institution created by MAPFRE in 1975. We are a benchmark global foundation due to our commitment to people's well-being and social progress. We contribute to improving people's quality of life and to societal progress through multinational programs and activities seeking to accomplish the following objectives:

- Ensuring the safety of people and their property, with a special focus on road safety, accident prevention and health.
- Improving people's quality of life.
- Promoting culture, the arts and literature. Researching and disseminating knowledge related to history.
- Raising awareness of the culture of insurance and social protection.
- Improving the economic, social and cultural conditions of the most disadvantaged persons and sectors of society.

To achieve its objectives, Fundación MAPFRE carries out a wide range of activities all over the world, through five specialized areas: Social Action, Culture, Accident Prevention and Road Safety, Health Promotion and Insurance and Social Protection <https://www.fundacionmapfre.org/fundacion/en/>

FICVI

The FICVI is currently made up of 20 organizations from 14 countries in Ibero-America: Argentina, Brazil, Bolivia, Chile, Costa Rica, Ecuador, Spain, Guatemala, Mexico, Panama, Paraguay, Portugal, Uruguay and Venezuela.

VISION: To be a leading civil society organization in the Ibero-American region that defends the rights of traffic accident victims and contributes to building safe and sustainable mobility.

MISSION: To promote a cultural change through the joint and coordinated action of its partners to support the victims of road accidents and improve road safety in Latin America and the Caribbean. To raise the awareness of society in general to eliminate road violence and its consequences, pushing for action from our governments to establish road safety as a political priority and a public health issue. "We all were, we all are and we all could be victims; we are also all part of the solution".

VALUES

- Responsibility.
- Inclusion.
- Solidarity.
- Respect for human life.
- Right to safe mobility.
- Justice.

Our Steering Committee is currently made up of:

- President: Jeanne Picard, Stop Accidentes, Spain.
- Vice-president: Héctor D'Agostino, Conduciendo a Conciencia, Argentina.
- Secretary: Maricela Medina Carrillo, VIVIAC, Mexico.
- Treasurer: Soraya Herrera, Fundación CAVAT - Nicole Paredes, Ecuador.
- Stand-in: Jorge Cantú, NACE, Mexico.
- Trustee: Alma Chávez Guth, VIVIAC, Mexico.
- Trustee stand-in: Dinorah Alcaraz, J.A.I.M.E, Mexico.

From a legal and administrative point of view, we are registered in Bogota, Colombia¹⁵ and have a head office in Quito (Ecuador)¹⁶.

^{15.} Non-profit federation of international scope, constituted and registered in the Register of the Chamber of Commerce of Bogota (Colombia) with registration number S00404106 (www.ccb.org.co).

^{16.} Foreign NGO, a private, non-profit legal entity with RUC 1792861136001.

Member associations of the FICVI

ARGENTINA:	Conduciendo a Conciencia – families of the victims of the Santa Fe tragedy. Compromiso Vial por Úrsula y Carla
BRAZIL:	Thiago Gonzaga Foundation. Vida Urgente
CHILE:	Emilia Silva Figueroa Foundation
COSTA RICA:	ACONVIVIR
ECUADOR:	CAVAT – Nicole Paredes Foundation. Support center for traffic accident victims.
SPAIN:	Stop Accidentes. An association that offers support and guidance for those affected by traffic accidents
GUATEMALA:	APASIT Prevention and care association for comprehensive traffic safety
MEXICO:	NACE No a Conducir Ebrio (No to Drink Driving) Víctimas de la Violencia Vial A.C. (VIVIAC). (Victims of Road Violence)
PANAMA:	Mónica Licona Foundation
PARAGUAY:	Seguridad en las Rutas (SER)
PORTUGAL:	Associação de Cidadãos Auto-Mobilizados (ACA-M)
URUGUAY:	Gonzalo Rodríguez Foundation (FGR) Red de Víctimas de Bella Unión
VENEZUELA:	Asotrónimo

Associates

BOLIVIA:	Misión Cero
MEXICO:	Jamás Apoyaré Conducir Ebrio (J.A.I.M.E.)
PARAGUAY:	Association of Road Violence Victims, Families and Friends (AFAVIV)
URUGUAY:	National Network of Traffic Accident Victims and Families (RENAVIC)

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Annex



Annex I

Core and optional indicators for each of the proposed pillars

Pillar 1: Road Safety Management

Encourage the creation of multi-sectoral partnerships and the designation of lead agencies with the capacity to develop national road safety strategies, plans and targets and to direct their implementation, underpinned by data collection and evidential research to evaluate the design of countermeasures and monitor their implementation and effectiveness.

Core Indicators

- the number of countries with a clearly empowered agency leading road safety;
- the number of countries with a nationwide strategy;
- the number of countries with time-based road safety targets;
- the number of countries with data systems in place to closely monitor progress in achieving road safety targets;
- the number of countries that collect annual data on traffic accidents consistent with internationally-accepted definitions.

Optional indicators

- the number of countries that have dedicated funds to implement their road safety strategy;
- the number of countries that have made progress towards achieving their defined targets.

Pillar 2: Safer roads and mobility

Raise the inherent safety and protective quality of road networks for the benefit of all road users, especially the most vulnerable (e.g. pedestrians, cyclists and motorcyclists). This will be achieved through the implementation of road infrastructure assessment and improved safety-conscious planning, design, construction and operation of roads.

Indicadores básicos

- the number of countries whose road authorities have statutory responsibility to improve road safety in their networks;
- the number of countries with a defined allocation of expenditure for dedicated road infrastructure safety programs;
- the number of countries with a target to eliminate high-risk roads by 2020;
- the number of countries that have adopted sustainable urban mobility policies;
- the number of countries with specialist road safety infrastructure units monitoring the safety aspects of the road network;
- the number of countries with systematic safety audit, safety impact and/or road assessment policies and practices in place.

Optional Indicators

- the number of countries that integrate safety requirements as part of land-use and transport planning functions;
- the number of countries with effective property access control and development control procedures;
- the number of countries that regularly conduct road network safety surveys;
- the number of countries where the safety rating for the 10% highest density roads is above a defined threshold (e.g. crash rates per kilometer; minimum infrastructure safety ratings; percentage of high-speed roads with safe roadsides and median separations; safe pedestrian areas);
- the number of countries with minimum safety rating standards for new road projects;
- the number of countries that provide information on the number of vehicle kilometers travelled.

Pillar 3: Safer vehicles

Encourage the universal deployment of improved vehicle safety technologies for both passive and active safety through a combination of the harmonization of relevant global standards, consumer information schemes, and incentives to accelerate the uptake of new technologies.

Core Indicators

- the number of countries that take part in the UN World Forum for Harmonization of Vehicle Regulations and apply the relevant standards;
- the number of countries that take part in NCAP (New Car Assessment Programs);
- the number of countries that enact laws banning the use of vehicles without seat belts (in both the front and back seats).

Optional Indicators

- the number of countries enacting laws to ban the manufacture of vehicles without specific vehicle safety features, such as Electronic Stability Control and Anti-Lock Braking Systems.

Pillar 4: Safer road users

Develop comprehensive programs to improve road user behavior. Sustained or increased enforcement of laws and standards, combined with public awareness/education to increase seat belt and helmet wearing rates, and to reduce drink-driving, speeding and other risk factors.

Core Indicators

- the number of countries with speed limits appropriate to the type of road (urban, rural, highway);
- the number of countries with blood alcohol concentration limits lower than or equal to 0.05 g/dl;
- the number of countries with blood alcohol concentration limits lower than 0.05 g/dl for young or novice drivers and commercial drivers;
- the number of countries with national data on the proportion of alcohol-related fatal accidents;
- the number of countries with comprehensive legislation on the use of crash helmets (including standards);

- the number of countries with national data on helmet-wearing rates;
- the number of countries with comprehensive legislation on the use of seat belts;
- the number of countries with national data on seat belt-wearing rates (for both front and back seats);
- the number of countries with legislation on child restraint systems in vehicles;
- the number of countries with an official policy regulating fatigue among commercial vehicle drivers.

Optional indicators

- the number of countries with national data on network speeds by road type;
- the number of countries with national data on child restraint-wearing rates;
- the number of countries that have adopted the new ISO 39001 standard;
- the number of countries that provide information about traffic accidents as a category in the figures for occupational injuries;
- the number of countries that hold regular Road Safety Weeks.

Pillar 5: Post-crash response

Increase responsiveness to post-crash emergencies and improve the ability of healthcare and other systems to provide the appropriate emergency treatment and longer term rehabilitation for crash victims.

Core Indicators

- the number of countries that require third-party insurance schemes for all drivers;
- the number of countries with a single national emergency telephone number;
- the number of countries with designated trauma care centers.

Optional Indicators

- the number of countries where specific trauma care training is required for emergency care personnel.

Finally, two international indicators were established to measure the outcomes of the actions implemented:

- number of road traffic deaths as a core composite indicator for all other activities;
- amount of funding dedicated to road safety that is provided by the international donor community (including development and donor agencies, foundations, the private sector and other donors).

Annex II

Activities for each of the proposed pillars

Pilar 1: Gestión de la seguridad vial

Activity 1: Establish a lead agency (and associated coordination mechanisms) on road safety involving partners from a range of sectors by:

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

Activity 2: Develop a national strategy (at cabinet or ministerial level), coordinated by the lead agency, by:

- confirming long-term investment priorities;
- specifying agency responsibilities and accountabilities for the development and implementation of core work programs;
- 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 costs, etc.

Activity 3: Set realistic and long-term targets for national activities based on the analysis of national traffic crash data, by:

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

Activity 4: Work to ensure that funding is sufficient for the activities to be implemented, by:

- presenting feasibility studies to justify 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.

Activity 5: Establish and support data systems for ongoing monitoring and evaluation, to include a number of process and outcome measures, including the establishment and support of national and local systems to closely measure and monitor.

- traffic accidents and their associated fatalities and injuries;
- intermediate outcomes, such as average speed, helmet-wearing rates, seat belt-wearing rates, etc.;
- the outcomes of road safety interventions;
- the economic impact of injuries caused by traffic accidents; and
- exposure to road traffic injuries.

Pillar 2: Safer roads and mobility

Activity 1: Promote road safety ownership and accountability among road authorities, road engineers and urban planners by:

- encouraging governments and road authorities to set a target to “eliminate high risk roads by 2020”;
- encouraging road authorities to commit a minimum of 10% of road budgets to dedicated safer road infrastructure programs;
- making road authorities legally responsible for improving road safety in their networks through cost-effective measures, and for reporting annually on the safety situation, trends and remedial work undertaken;
- establishing a specialist road safety or traffic unit to monitor and improve the safety of the road network;
- promoting the Safe System approach and the role of “self-explaining” and “forgiving” road infrastructure;
- monitoring the safety-related performance of investments in road infrastructure by national road authorities, development banks and other agencies.

Activity 2: Promoting the needs of all road users as part of sustainable urban planning, transport demand management and land-use management by:

- planning land use to respond to the safe mobility needs of all, including travel demand management, access needs, market requirements, and geographic and demographic conditions;
- including safety impact assessments as part of all planning and development decisions; and
- putting effective access and development control procedures in place to prevent unsafe developments.

Activity 3: Promote the safe operation, maintenance and improvement of existing road infrastructure by requiring road authorities to:

- identify the number and location of deaths and injuries by road user type, and the key infrastructural factors that influence risk for each user group;
- identify hazardous road locations or sections where excessive numbers or severity of crashes occur, and take corrective measures accordingly;
- conduct safety assessments of existing road infrastructure and implement proven engineering solutions to improve safety performance;
- take a leadership role in relation to speed management and the speed-sensitive design and operation of the road network; and
- ensure the safety of working zones.

Activity 4: Promote the development of safe new infrastructure that meets the mobility and access needs of all users by encouraging the relevant authorities to:

- take into account all modes of transport when building new infrastructure;
- set minimum safety ratings for new road designs and investments that guarantee the safety needs of all road users are included in the specification of new projects;

- use independent road safety impact assessment and safety audit findings in the planning, design, construction, operation and maintenance of new road projects, and ensure the audit recommendations are duly implemented.

Activity 5: Encourage capacity-building and knowledge transfer in relation to safe infrastructures by:

- creating partnerships with development banks, national authorities, civil society, education providers and the private sector to ensure that the principles of safe infrastructure design are properly understood and implemented;
- promoting road safety training and education in low-cost safety engineering, safety auditing and road assessments;
- developing and promoting standards for safe road design and operation that recognize and integrate with human factors and vehicle design.

Activity 6: Encourage research and development into safer roads and mobility by:

- completing and sharing research on the commercial feasibility of safer road infrastructures and the levels of investment necessary to meet the Decade of Action targets;
- promoting research and development into infrastructure safety improvements for road networks in low- and middle-income countries;
- promoting demonstration projects to evaluate innovations in safety improvements, especially for vulnerable road users.

Pillar 3: Safer Vehicles

Activity 1: Encourage Member States to apply and promulgate motor vehicle safety regulations as developed by the United Nations' World Forum for the Harmonization of Vehicle Regulations (WP 29).

Activity 2: Encourage the implementation of new car assessment programs in all regions of the world in order to increase the availability of consumer information about the safety performance of motor vehicles.

Activity 3: Encourage consensus to ensure that all new motor vehicles are equipped, at the very least, with seat belts and anchorages that meet regulatory requirements and pass the applicable crash test standards.

Activity 4: Encourage universal deployment of crash avoidance technologies with proven effectiveness in motorcycles, such as Electronic Stability Control and Anti-Lock Braking Systems.

Activity 5: Encourage the use of fiscal and other incentives for motor vehicles that provide high levels of road user protection and discourage the import or export of new or used cars that have reduced safety standards.

Activity 6: Encourage the implementation of pedestrian protection regulations and increased research into safety technologies designed to reduce risks to vulnerable road users.

Activity 7: Encourage the managers of private or public vehicle fleets to buy, operate and maintain vehicles that offer advanced safety technologies and high levels of passenger protection.

Pillar 4: Safer road users

Activity 1: Increase awareness of road safety risk factors and prevention measures and implement social marketing campaigns to help influence attitudes and opinions on the need for road traffic safety programs.

Activity 2: Establish and seek compliance with speed limits and evidence-based standards and rules to reduce speed-related accidents and injuries.

Activity 3: Establish and seek compliance with laws and evidence-based standards and rules for driving under the influence of alcohol to reduce alcohol-related accidents and injuries.

Activity 4: Establish and seek compliance with laws and evidence-based standards and rules for the use of motorcycle helmets by motorcyclists in order to reduce head injuries.

Activity 5: Establish and seek compliance with laws and evidence-based standards relating to the use of seat belts and child restraint systems to reduce injuries caused by accidents.

Activity 6: Establish and seek compliance with transport, occupational health and safety laws, standards and rules for the safe operation of commercial freight and transport vehicles, passenger road transport services, and other public and private vehicle fleets, in order to reduce injuries caused by accidents.

Activity 7: Research, develop and promote comprehensive policies and practices to reduce work-related road traffic injuries in the public, private and informal sectors, in support of internationally recognized standards for road safety management systems and occupational health and safety.

Activity 8: Promote the establishment of Graduated Driver Licensing systems for novice drivers.

Pillar 5: Post crash response

Activity 1: Develop pre-hospital care systems, including the extraction of victims from vehicles after a crash, and implement a single nationwide emergency telephone number, in accordance with existing good practices.

Activity 2: Develop hospital trauma care systems and evaluate the quality of care through the implementation of good practices in trauma care systems and quality assurance.

Activity 3: Provide early rehabilitation and support to injured patients and those bereaved by road traffic accidents to minimize both physical and psychological trauma.

Activity 4: Encourage the establishment of appropriate road user insurance schemes to finance rehabilitation service for crash victims through:

- the introduction of mandatory third-party liability;
- international mutual recognition of insurance, e.g. the Green Card system.

Activity 5: Encourage thorough investigations into accidents and the application of an effective legal response to road fatalities and injuries, thus encouraging fair settlements and justice for the bereaved and the injured.

Activity 6: Provide encouragement and incentives for employers to hire and retain people with disabilities.

Activity 7: Encourage research and development into improving post-crash response processes.

