

Saving Lives: Strengthening Regional Action for Safer Mobility (D3638)

Description:

Road crashes in Latin America and the Caribbean (LAC) represent a major public health issue, claiming approximately 95,500 lives and causing over five million injuries annually. The most vulnerable users bear the highest toll: motorcyclists (26%), pedestrians (23%), and cyclists (7%). Additionally, women account for 22% of fatalities, while children and young people (ages 5–29) make up 30%, making road crashes the leading cause of death in this age group.

This initiative aims to save lives by promoting safe, accessible, and affordable mobility in urban areas and interurban roads. It will focus on safe speed programs and sustainable mobility systems that encourage walking, cycling, and public transportation—prioritizing vulnerable populations such as women, children, adolescents, elderly, and people with disabilities. To achieve this, the initiative will strengthen technical capacities for road safety, promote a robust governance framework for policy implementation and support the development of safer and resilient road infrastructure.

This effort will initially target five LAC countries, with a vision for scalability. Despite progress, major challenges remain in speeding, governance, and infrastructure. The crisis is particularly severe in:

Dominican Republic – Highest motorcycle fatality rate in the region (19.5 per 100,000 inhabitants); 3,128 deaths in 2023, with 71% involving motorcycles.

El Salvador – 1,256 fatalities (33% motorcycle-related); the largest increase in motorcycle fatalities (618%) from 2010–2021.

Ecuador – 2,373 fatalities (35% motorcycle-related), with a 374% rise in motorcycle deaths from 2010–2021.

Panama – 316 fatalities, including 32.3% from car crashes and 4% from motorcycles; lacks effective helmet regulations and has high speed limits (up to 135 km/h on highways).

By addressing these urgent challenges, this initiative seeks to catalyze transformative road safety improvements across the region.

Submitted by:

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Status:

Under Evaluation

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Client Support (CS)

Tags:

commit to life safe mobility safe system approach saving lives sustainable inclusive and safe mobility transport safety vision zero

Linked Ideas:

Whiteboard:

Team Leader Name

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Has the proposal been discussed and authorized by the responsible sector or country department/division, as applicable?

Yes

Team Leader Responsible Department

INE

Secondary Responsible Department (if more than one)

INE

Are there specific countries that will directly benefit from your proposal?

Specify the beneficiary countries for this TC proposal

Dominican Republic

Ecuador

El Salvador

Panama

Does this proposal involve more than 19 beneficiary countries?

No, it does not involve more than 19 beneficiary countries.

Describe how the proposal aligns with the respective country strategy (for each country selected)

El Salvador: This proposal aligns with El Salvador's Country Strategy (GN-3046-1) by supporting the priority area of reducing social vulnerability through safer and more accessible transport systems. The proposal's focus on speed control measures and vulnerable road user protection, including motorcyclists and pedestrians, complements the country's goals of enhancing sustainable urban mobility and transport safety.

Ecuador: This proposal aligns with Ecuador's Country Strategy (GN-3103-1) by supporting the priority area of strengthening social progress, with an emphasis on Vision Zero principles and gender equity in transport safety. The proposal contributes to Ecuador's strategic goal of reducing road fatalities, particularly for motorcyclists, while also improving urban mobility and transport governance.

Dominican Republic: This proposal aligns with the Dominican Republic's Country Strategy (GN-3084) by addressing the priority area of reducing road fatalities, especially motorcycle-related deaths, which account for 71% of total road fatalities. The proposal supports the country's efforts to enhance road safety regulations, including speed management and transport infrastructure improvements, contributing to safer mobility for all road users.

Panama: This proposal aligns with Panama's Country Strategy (GN-3055) by addressing the modernization of public transport systems and the enhancement of road safety regulations. The proposal supports Panama's initiatives to reduce road fatalities through speed control and helmet enforcement and complements the country's focus on inclusive and sustainable transport infrastructure.

The situation regarding transport safety varies slightly from one to another, but all have national safe mobility policies or strategies, and they have common problems that align with this proposal and with the Safe System Approach established worldwide, regarding speed management, needs to strengthen the regulation associated with the main risk factors that threaten safe mobility, vulnerable populations that have been increasing their fatality rates such as motorcyclists, road infrastructure that generates inappropriate behavior, increasing the risk of fatality if an incident occurs.

The proposal is completely aligned with the national safe mobility or strategies of El Salvador, Ecuador, the Dominican Republic, and Panama. Each country's priorities—ranging sustainable transport systems (El Salvador), Vision Zero principles (Ecuador), motorcyclist safety (Dominican Republic), and accessible transportation (Panama)—directly correspond with the proposal's objectives, ensuring its relevance and potential impact.

Does the proposal align to one or more sector frameworks?

Yes, the proposal aligns with at least one sector framework

Identify and describe how the proposal aligns to the sector framework(s)**Transportation Sector Framework**

Line of Action 1: Promote efficient, inclusive, sustainable, and quality mobility for urban and interurban passengers. The proposal enhances urban mobility by implementing safe speed programs, sustainable transport systems, and inclusive road infrastructure. It supports pedestrian and cycling infrastructure, traffic calming strategies, and public transport safety measures, reducing crash risks and enhancing accessibility.

Line of Action 3: Strengthen sector institutions and regulations: By supporting policy reforms, governance frameworks, and regulatory improvements, the proposal enhances enforcement of speed management policies, helmet regulations, and transport safety standards. It includes training programs for government officials and technical diagnostics on governance structures to identify regulatory gaps.

Line of Action 4: Promote technological transformation in the sector: The initiative encourages technology adoption in transport safety, including data-driven speed management tools and risk analysis technologies. It fosters private sector engagement in mobility innovation and regulatory adjustments to enhance safer and more efficient urban mobility.

Line of Action 5: Increase the availability of sector information and knowledge: The proposal includes research, impact evaluations, and policy briefs to strengthen decision-making on safe mobility. It promotes regional collaboration through knowledge-sharing platforms and capacity-building initiatives for transport professionals, ensuring a data-driven approach to mobility improvements.

Gender and Diversity Sector Framework

Line of Action 1: Address gaps that arise from structural factors: The proposal promotes gender-sensitive urban mobility policies by addressing the mobility risks faced by women, children, and vulnerable populations. It supports gender-sensitive infrastructure, urban safety audits, and interventions reducing accessibility barriers, ensuring equitable access to safe mobility.

Line of Action 3: Strengthen institutional capacity to design and execute G&D policies: The proposal develops technical reports and capacity-building programs to ensure gender equity in transport governance. It enhances policy enforcement mechanisms and institutional collaboration to promote inclusive and accessible mobility policies across the region.

Climate Change Sector Framework

Line of Action 2: Decarbonize rapidly: The proposal promotes sustainable urban mobility systems, including the implementation of walking, cycling, and public transport solutions. These measures are designed to reduce greenhouse gas emissions and encourage environmentally friendly transportation options across the region.

Select the operational focus areas of the new Institutional Strategy to which the proposal aligns

Biodiversity, Natural Capital, and Climate Action

Gender Equality and Inclusion of Diverse Population Groups

Institutional Capacity, Rule of Law, and Citizen Security

Social Protection and Human Capital Development

Sustainable, Resilient, and Inclusive Infrastructure

Productive Development and Innovation through the Private Sector

Regional Integration

Justify the alignment to each selection above

- Biodiversity, Natural Capital, and Climate Action: Supports safe, low-carbon mobility through traffic calming, pedestrian and cycling infrastructure, and improved public transport, reducing emissions and enhancing urban resilience.
- Gender Equality and Inclusion of Diverse Population Groups: Enhances safety for women, children, and vulnerable users by implementing gender-sensitive infrastructure, transport security improvements, and anti-harassment policies, ensuring equitable mobility access.
- Institutional Capacity, Rule of Law, and Citizen Security: Strengthens mobility safety governance through training, policy reforms, and enforcement improvements, enhancing speed management, helmet laws, and inclusive transport policies.
- Social Protection and Human Capital Development: Reduces transport-related fatalities and injuries through awareness campaigns and workshops, while the updated MOOC expands education and community engagement in mobility planning.
- Sustainable, Resilient, and Inclusive Infrastructure: Improves safe mobility conditions through audits, inspections, and urban redesign projects, prioritizing speed management, active mobility, and pedestrian-friendly spaces.
- Productive Development and Innovation through the Private Sector: Engages businesses and delivery services in mobility risk reduction, supporting compulsory motor insurance and private investment in safer transport solutions.
- Regional Integration: Facilitates policy harmonization and knowledge exchange through regional workshops and action plans, ensuring coordinated strategies for speed regulations and motorcycle safety.

Indicate if the proposal aligns/contributes to one or more of the strategic priorities established by Management, please select from below

America en el Centro

G20

G7

Justify the alignment to each selection above

- **América en el centro** aims to foster sustainable development and resilience in Central America, Panama, and the Dominican Republic by promoting regional integration, productivity, climate change adaptation, and youth opportunities. Also, it emphasizes on strengthening sustainable regional infrastructure, including modernizing logistics corridors, which directly aligns with enhancing safe mobility. Improving roads within this geographic framework reduces economic losses from incidents and enables more efficient transit, a critical component of safe mobility. At the same time, prevent injuries to women, children and adolescents which directly impact the program.
- Focusing on safe, sustainable, and inclusive mobility, this proposal incorporates a crucial gender perspective by prioritizing the lives of vulnerable road users, especially women. This aligns with the **G7's** commitment to gender equality. Furthermore, by transforming urban spaces into walkable, cycle-friendly environments that prioritize sustainable, and zero-carbon transport modes, the proposal directly addresses the G7's crisis of climate change, promoting environmentally sound and equitable mobility solutions for all.
- This proposal aligns with **G20** priorities regarding social inclusion and climate change. Improved safe mobility directly impacts several Sustainable Development Goals: SDG 5 (Gender Equality), SDG 4 (Quality Education), SDG 8 (Decent Work), SDG 11 (Sustainable Cities), and SDG 13 (Climate Action). These efforts contribute bi-dimensionally to SDG 3 (Good Health), impacting target 3.6 and significantly reducing road crash fatalities and injuries, fostering healthier, more equitable, and sustainable communities, which reflects core G20 objectives.

What is the estimated funding that you need in order to implement this proposal?

250000

Select the expected outputs of this proposal

Institutional Strengthening Deliverables (Training Products, Management Information Systems, Operational Manuals,

Participatory Mechanisms, etc.)

Reform Deliverables (Diagnostics and Assessments, Governance Models, Legislation/Multi-country Agreements, New Financial Instruments, Regulatory Frameworks (Action Plans, Policies, Strategies), etc.)

Events (other than policy dialogues)

Knowledge Products (Books, Briefs, Monographs, Notes, Papers, Reports, etc.)

Pilot Interventions

Are outputs strictly Knowledge Products?

Describe the motivation and main question(s) this TC intends to answer.

Describe the methodological approach to be used and the type of data (when applicable) which will be used

If outputs include Knowledge Product(s), please specify which one:

Outputs: Please provide a brief description of the output(s) selected above (i.e. number of units planned, estimated cost, etc.) If you selected others, please specify.

Component 1. Governance for safer, sustainable and inclusive mobility (US\$ 60.000):

- Events: One workshop per year to bring together stakeholders from LAC, share best practices, and build consensus on institutional framework, policy and regulatory enhancement.
- Knowledge Products: At least 2 policy briefs for best practice guides on governance, support regulatory frameworks such as compulsory motor insurance, powered two and three wheelers risk factors. Guidelines throughout the supply chain – including businesses, delivery services, and consumers – to mitigate the risk faced by motorcyclists.
- Reform Deliverables: One diagnostic of existing governance structures including the identification of opportunities for model regulatory frameworks, and support for the drafting and adoption of new legislation related to safe, sustainable and inclusive mobility.
- Institutional Strengthening Deliverables: Training programs for government officials and transport professionals on safe mobility management, provide advice in the development of operational manuals, and support for the establishment of participatory mechanisms.

Component 2. Enhancing Urban Spaces and Infrastructure (US\$ 120.000):

- Events: At least 2 workshops and site visits per year to showcase and analyze best practices in urban design and infrastructure improvements for safe and sustainable mobility.
- Knowledge Products: Development of transport safety audits and inspections considering most vulnerable road actors need, technical report on how to increase and transform roads while bridging gender gaps; proposal of urban areas improvement opportunities considering children and adolescents, technical report with diagnosis and roadmap for speed management; Technical reports and design guidelines on safe and sustainable infrastructure, including pedestrian and cycling infrastructure, safe intermodality with public transport improvements, and traffic calming measures.
- Reform Deliverables: Support for the development of urban mobility plans that prioritize safety and sustainability, including the integration of iRAP and star rating for school assessments and investment plans.
- Pilot projects: Development of pilot projects to transform roads while bridging gender gaps, implementation of transformation of urban spaces to prioritize active mobility, and speed management strategies.
- Institutional Strengthening Deliverables: Training for engineers and urban planners on safe and sustainable infrastructure design, and support for the establishment of quality control mechanisms for infrastructure projects.

Component 3: Empowering Communities Through Knowledge and Research (US\$ 70.000):

- Events: Workshops to promote safe mobility behaviors and engage communities in the planning process, community consultations, among others.
- Knowledge Products: Updating and launching of the new MOOC Safe, Sustainable and Inclusive mobility in Latin America and the Caribbean: from theory to action. Impact evaluation of safe mobility measures in the region, with a focus on vulnerable road users, gender, and equity.
- Reform Deliverables: Development of monitoring and evaluation frameworks to track the impact of safe mobility interventions.
- Pilot projects: Design, implementation and evaluation of initiatives based on Behavioral Economics for motorcycle users.

Outcomes: If the outputs are delivered successfully, what is the change expected (in capacity, knowledge, behavior, etc.)?

The proposal will contribute to significantly improving safety in the region's mobility, through the creation, dissemination, and socialization of specialized knowledge in the field. More specifically, five countries have been identified, so the direct beneficiaries of this CT will be their inhabitants, El Salvador (6.4 million), and Ecuador (18.2 million), Panama (4.5 million), and Dominican Republic (11.3 million) which together make a total beneficiary population of 74.7 million people.

Successful delivery of outputs will lead to significant positive changes in capacity, knowledge, and behavior related to safe, sustainable, and inclusive mobility in LAC.

Component 1 will strengthen governance due to enhancement of institutional capacity through training, improved regulatory frameworks, and transformation of participatory mechanisms. This will empower national and local governments, including transport professionals to manage safe mobility in a more efficient way.

Component 2 will transform urban spaces and infrastructure. Pilot projects will serve to demonstrate tangible improvements, while training for engineers and planners will increase safer and inclusive designs and implementations. Technical reports and best practice guides will disseminate knowledge on gender-sensitive road design, speed management, and active mobility promotion.

Component 3 will empower communities through knowledge transfer and research. Developed impact evaluations and pilot projects will foster informed decision-making. Updated MOOC with a new perspective of inclusive mobility will create broader appropriation. These combined efforts will contribute to safer roads, more sustainable transport systems, and a more equitable and inclusive mobility experience for all, especially women and vulnerable road users.

Additional Information for consideration

This proposal lays the groundwork for a renewed IDB Safe Mobility Strategy, expanding on the 2010 framework by integrating safety, sustainability, and inclusion into urban and interurban mobility systems. It aligns with global commitments such as the Global Plan for Road Safety 2021–2030, the SDGs, the New Urban Agenda, gender priorities, and climate change agreements.

Road crashes remain a global crisis, with 1.19 million deaths in 2021 (WHO, 2023), making safe mobility a critical public health and development issue. Improving transport safety enhances economic productivity, reducing congestion and improving efficiency. The economic burden is staggering, with road crashes costing up to US\$ 1.8 trillion globally and representing 2–6% of GDP in many countries.

In Latin America and the Caribbean (LAC), road crashes disproportionately impact men (78%), but women bear the financial and caregiving burden, often taking on additional jobs or abandoning paid work to care for injured relatives. This exacerbates economic inequalities and mental stress, limiting opportunities to return to income-generating tasks.

By strengthening governance, technical capacity, and infrastructure, this strategy aims to reduce fatalities, promote sustainable transport, and enhance equity, fostering safer and more resilient mobility systems, as well as enriching knowledge in the region.

Please confirm the year of the Regional Technical Cooperation Call you are applying for
2025

(1) Attachments

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0 Comments