



1. Project Data

Project ID
P116989

Project Name
AR-Road Safety

Country
Argentina

Practice Area(Lead)
Transport & Digital Development

L/C/TF Number(s)
IBRD-78610

Closing Date (Original)
30-Aug-2015

Total Project Cost (USD)
38,500,000.00

Bank Approval Date
06-Apr-2010

Closing Date (Actual)
18-Aug-2017

	IBRD/IDA (USD)	Grants (USD)
Original Commitment	30,000,000.00	0.00
Revised Commitment	29,987,023.26	0.00
Actual	29,987,023.26	0.00

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2. Project Objectives and Components

a. Objectives

To contribute to the reduction of road traffic injuries and fatalities in the Borrower's territory through the strengthening of the Borrower's institutional framework and management capacity for road safety and the reduction of road crashes in selected pilot corridors (Loan Agreement page 6).

b. Were the project objectives/key associated outcome targets revised during implementation?
No



c. Will a split evaluation be undertaken?

No

d. Components

The project comprised three components:

Component 1: **Institutional Capacity Building** (appraisal cost US\$19.98 million, actual cost US\$17.86 million). This component financed consultancy services, technical assistance (training), human resources, non- consultancy services and goods (hardware and software) for institutional capacity building. The sub-components on institutional capacity building were:

Subcomponent 1.1: **Support to Strengthen the Institutional Capacity of the National Road Safety Agency (ANSV)**. This subcomponent financed technical assistance and equipment to ANSV with the objective of adopting best practices in international road safety, including creation of national driver's license registry system, national traffic records, infraction registry system, and preparation of 2010–2015 strategic plan.

Subcomponent 1.2: **Communication, Awareness and Education Campaigns**. This subcomponent financed ANSV, eligible nongovernmental organizations (NGOs), and private-sector entities to improve public awareness of road safety issues, including financial support for projects by NGOs, development of road safety education kits, design and evaluation of social communication and education campaigns.

Subcomponent 1.3: **Improvement of Response Capacity in Emergencies**. This subcomponent financed the diagnosis of capabilities, design improved protocols and guidelines for emergency response, implement improved emergency coordination systems, and provide equipment and training for emergency response personnel (health sector).

Subcomponent 1.4: **Strengthen the Capacity of the Traffic Control and Enforcement Forces**. This subcomponent was to enhance the regulatory framework and traffic enforcement capabilities of the ANSV and other traffic control agencies, including training, purchase of equipment, and development of a national speed-control plan.

Subcomponent 1.5: **Project Management**. This sub-component was to support ANSV project management.

Component 2: **Demonstration Corridors and Incentive Fund Program Building** (appraisal cost US\$11.14 million, actual cost US\$11.76 million). This component financed road safety initiatives that have demonstrable effect on road safety improvements. This component included the following sub-components:

Subcomponent 2.1: **Safe Corridors Demonstration Program**. This sub-component was to contribute to the development and implementation of a comprehensive, integrated safety program along selected



corridors, including educational and social communication campaigns, acquisition of equipment to support better driving behavior, and improvement of emergency response activities.

Subcomponent 2.2: **Incentive Fund for the Implementation of Road Safety Policies and Practices.**

This subcomponent included the creation and operation of an innovative “Incentive Fund”. The purpose of the Incentive Fund was to finance innovative road safety initiatives that would otherwise not be funded due to competing demands for limited financial resources.

Component 3: **Road Safety Monitoring and Evaluation System under the National Road Safety Observatory** (appraisal cost US\$3.3 million, actual cost US\$3.3 million). This component financed the development and promotion of an observatory that will store, analyze, and monitor national road safety statistics, conduct road-crash research, and map road safety development.

Revised Components

The project components were not revised. However, the initially pre-identified three safety demonstration corridors totaling 458 km of national roads were replaced with three others managed by private concessionaires. This was done because the coordination with the National Roads Directorate, which managed the roads of the pre-identified pilot corridors, was proving to be difficult and the project found an opportunity for better collaboration with the private sector.

e. **Comments on Project Cost, Financing, Borrower Contribution, and Dates**

Project Costs: The total project cost was US\$33.0 million, slightly lower than the appraisal estimate of US\$38.5 million.

Financing: The actual loan disbursed was US\$29.99 million, slightly lower than the appraisal amount of US\$30 million.

Borrower Contribution: The actual Borrower contribution was US\$3.0 million, substantially lower than the appraisal commitment of US\$8.5 million.

Project Restructuring: The project underwent two level 2 restructurings, the first on May 8, 2015 to mitigate disruptions associated with the electoral year (2015), and the second on February 23, 2017 to address the delays that occurred in project implementation due to changes in the project management team.

Dates: The project was approved on April 6, 2010 and became effective on August 20, 2010. The original closing date was August 30, 2015. The project was extended by two years and closed on August 18, 2017. The extension was granted to: (a) complete the implementation of the “Incentive Fund” which was delayed because of the limited capacities in local governments, and (b) to allow the ANSV team to initiate dialogue and set up an engagement strategy with the new administration that took office in December 2015.



3. Relevance of Objectives

Rationale

At appraisal, the increase in motorization (motorization increased from 12 million registered vehicles in 2007 to more than 14 million in 2010) and motorized trips in Argentina had resulted in a high number of traffic crashes and fatalities. In 2010, there were 4,950 traffic deaths. This number was high enough to be a serious concern at the country level. In addition, coordinating a range of stakeholders such as - infrastructure designers, infrastructure providers, police and other enforcement agencies, agencies regulating motor vehicles driving, emergency responders to crashes, and the health sector, who had not worked together was a challenge.

The Federal Government, the provinces, and the Autonomous City of Buenos Aires signed the Federal Agreement on Traffic and Road Safety in August 2007 and the law was enacted in April 2008. This law created the *Agencia Nacional de Seguridad Vial* (National Road Safety Agency (ANSV)) at the federal level. At appraisal in August 2010, this law had been ratified by 20 provinces. The ANSV had completed the implementation of the 2006–2009 National Road Safety Plan and was finalizing the preparation of the 2010–2013 Strategic National Road Safety Plan. The project objectives were therefore highly relevant to the government priorities on road safety.

The project objectives were highly consistent with the Country Partnership Strategy (CPS) for the period FY10–12, which sought to: (a) improve the policy formulation and management capabilities of local agencies in charge of road safety by supporting the design and execution of local programs and adopt the lessons from international best practices and operationalize them in the Argentine context, and (b) address the disease burden associated with road injuries that disproportionately affect the poorest population.

The project objectives remained relevant throughout the life cycle of the project. At project completion, the objectives remain highly relevant to the outcome indicator of Argentina's FY15–18 CPS – “help build institutional capacity of the National Road Safety Agency in the first phase of a longer-term national objective of reducing the severity and number of road accidents in Argentina’.

The relevance of project objectives is rated **high**.

Rating

High

4. Achievement of Objectives (Efficacy)



Objective 1

Objective

To contribute to the reduction of road traffic injuries and fatalities in the Borrower's territory through strengthening of the Borrower's institutional framework and management capacity for road safety.

Rationale

The project strengthened the capacity of the lead agency for road safety "ANSV" through following activities:

- The project financed the setting up of a unified national driver's licensing system and supported the implementation of a national traffic records system (Sistema Nacional de Antecedentes de Tránsito, SINAT) and an infraction registry system (Sistema Nacional de Infracciones, SINAI). This is important as experience from other countries has shown that the point system has been effective in improving road safety and a unified drivers licensing system is a prerequisite for the establishment of a point system for driver's licenses.
- The project financed several road safety education campaigns and workshops. In total 4,632 activities relating to road safety education campaigns and workshops were delivered to school teachers, students, and the general public throughout project execution. For example, during the first half of 2017, 588 of these activities were delivered in which 1,379 school teachers and 18,997 students were trained, and 1,643 people received safe driving training, exceeding the target of 250 campaigns and workshops delivered in a year. In addition, 60 repeat traffic offenders received a 30-hour training course and were required to pass an exam, and the road safety agenda was permanently included in the school curricula.
- A total of 310 training workshops for traffic enforcement units were delivered under the project, 37 of them during the first semester of 2017, exceeding the yearly target of six workshops. 7,773 agents were trained in the last four years.
- The project provided technical assistance to develop a road injury information system. By project closure 50 hospitals had implement the road injury system, against the target of 12 hospitals.
- The project assisted ANSV in the development of joint protocols and guidelines for post-crash care with the health sector to respond to road traffic crashes. These joint protocol and guidelines for post-crash care are important to prevent or reduce the severity of injuries.
- The inter-sectoral and multi-jurisdictional coordination meetings were held four time per year as per revised target (original target was six). These meetings enabled the ANSV to coordinate actions of key stakeholders on road safety.
- The project created an "Incentive Fund" to implement road safety policies and projects with the aim of working collaboratively and consistently with regional and local jurisdictions. Over 147 jurisdictions in 19 of the 24 provinces received technical support and a reliable stream of resources from the Incentive Fund. No targets were set. The ICR reports (para 30) that as of June 2017, 262 road safety plans had been



developed in provinces and municipalities, and more than 170,000 Road Safety Interventions (RSIs) had been validated (against the original target of 30 local governments developing strategic road safety plans).

- A National Road Safety Observatory within ANSV was created, as targeted.

Outcome

The project did not track road traffic injuries. The ICR reports (page 20) that traffic injuries are greatly underreported in developing countries, and accurate injury data require detailed matching of crash data, often collected by police, with injury data recorded in hospitals. The project laid the groundwork for improving data collection in this area through the creation of a road injury surveillance system around the demonstration corridors.

The ICR reports (para 19) that the 2004 World Bank report estimated a 50 percent increase in the rate of fatalities between 2000 and 2020 in the Latin America and the Caribbean region if no significant changes occurred in road safety management. Using this estimated growth rate, there would have been 814 additional fatalities in 2015 and 397 in 2016. For Argentina, traffic fatalities increased steadily until 2011, after which their number remained stable (between 5,000 and 5,500 fatalities per year). The stabilization of fatalities was due to following outcomes:

- The project financed road safety campaigns and workshops, some of which were conducted in collaboration with NGO. These campaigns and workshops contributed towards strengthening civil society's role in raising the profile of road safety in public debate.
- The training workshops for traffic enforcement units has enabled ANSV to establish better working relationships with the different enforcement agencies at the national, provincial, and local levels, thereby aiding the coordination of joint enforcement operations. Over 180,000 road police partnerships and interjurisdictional enforcement operations were carried out by traffic enforcement authorities jointly with the ANSV (substantially exceeding the target of 2,000 operations per year). These operations were aimed at increasing enforcement capacity by targeting risk factors such as speed, seatbelt use, and driving under the influence of alcohol.
- The creation of the National Road Safety Observatory within the ANSV has improved data management for road safety. This observatory is responsible for maintaining and analyzing data to generate data-driven solutions on road crashes, contributing risk factors, and infrastructure safety. The observatory also provided useful tools needed for robust road safety data management and for improving the design of policy implementation. Risk factors, such as speeding, seatbelts, child restraints, helmet use, or driving under the influence of alcohol, are regularly measured with observational and sociocultural studies (ICR para 31).

Rating
Substantial



Objective 2

Objective

To contribute to the reduction of road crashes in selected pilot corridors.

Rationale

Outputs

Under the project, the following three corridors were selected as safety demonstration corridors: Autovía 2 and two segments of RN9, totaling 1,097 km. Project activities on these corridors included: (a) education campaigns and mass-media communication campaigns to raise awareness; and (b) enforcement efforts focused on seatbelt use, driving under the influence of alcohol, and speeding.

Outcomes

According to the ICR (para 33), the project tracked fatalities and injuries instead of the total number of crashes, because crashes that cause only material damage tend to be greatly under-reported. Moreover, tracking fatalities and injuries instead of total crashes is also consistent with the Safe System Approach, and allowed the ANSV to prioritize prevention of those crashes that cause the greatest harm.

The following outcomes were achieved:

- The fatality rates in the three corridors were reduced by 22.9% in 2017 and 30.9% in 2016, exceeding the original target of a 20% reduction compared to the fatality rate in 2010. On the RN9 segment, where infrastructure improvements took place, traffic fatality rates were reduced by nearly 60 percent. The ICR reports (para 35) that this was mainly because of combining investments in safer infrastructure with enforcement, education and communication campaigns.
- The average number of serious injuries in the three corridors was reduced by 14.6% in 2017 compared to 2010 (reduction compares the first semester of 2017 with the first semester of 2010 because the project closed in August 2017) and 36 percent lower in 2016 compared to 2010, against the target of 20% reduction.
- Seatbelt use in the pilot corridors increased to 95.5% in 2017, compared to 67% in 2010 (the national figures for seatbelt use are around 40%) (ICR para 36).
- Compliance with speed limits improved from 88.6 percent to 99.3 percent throughout project implementation in the demonstration corridors, exceeding the original target of 60 percent (ICR para 36).

Rating



High

Rationale

The project has made significant contributions towards institutionalizing enhanced road safety policies in Argentina and allowing the country to stabilize road traffic fatalities. Overall efficacy is rated substantial.

Overall Efficacy Rating

Substantial

5. Efficiency

Economic Analysis

At appraisal, the PAD states (para 62) that an economic analysis for road safety was conducted using the "cost-benefit analysis model". The model includes the benefits to society of road safety investments against the costs incurred in making these investments. For the project, two approaches were used: (i) a human cost approach based on DALYs (Disability Adjusted Life Years) that combines Years of Life Lost (YLL) and Years Lived with Disability (YLD); and (ii) a rule of thumb approach developed by the International Road Assessment Program (iRAP) that calculates values for fatalities and serious injuries as a function of the GDP per capita.

Using the DALYs approach, the project would yield US\$59 million in net present value of benefits and an IRR of 123%. Using the rule of thumb empirical method developed by iRAP, net present value of benefits would amount to US\$141 million, with an IRR of 225% (PAD para 63).

To assess the benefits of school zones, signalizing intersections, roundabouts, and traffic-calming measures, the ICR calculated the efficiency of the Incentive Fund in Subcomponent 2.2 using the data on cost-effectiveness from similar interventions in Latin America. The total benefits were US\$120 million against the cost of US\$1.2 million (ICR para 43).

For the 'Safe Demonstration Corridors', the ICR used a similar methodology used in the PAD (ICR para 44). The total benefits were US\$130 million against the cost of US\$0.9 million (ICR para 44).

Administrative efficiency

There were no cost overruns. However, the project experienced a delay of two years to: (a) complete the implementation of the Incentive Fund which was delayed because of the limited capacities in local governments, and (b) to allow the ANSV team to initiate dialogue and set up an engagement strategy with the new administration taking office in December 2015.



Efficiency Rating

Substantial

a. If available, enter the Economic Rate of Return (ERR) and/or Financial Rate of Return (FRR) at appraisal and the re-estimated value at evaluation:

	Rate Available?	Point value (%)	*Coverage/Scope (%)
Appraisal		0	0 <input type="checkbox"/> Not Applicable
ICR Estimate		0	0 <input type="checkbox"/> Not Applicable

* Refers to percent of total project cost for which ERR/FRR was calculated.

6. Outcome

The relevance of objectives is rated high. The project made significant contributions towards institutionalizing enhanced road safety policies in Argentina and in stabilizing the number of road traffic fatalities. Overall efficacy is rated substantial. Efficiency is also rated substantial. Altogether, this gives an overall outcome rating of satisfactory.

a. Outcome Rating

Satisfactory

7. Risk to Development Outcome

Financial Risk. The risk that ANSV will not have adequate funding is low because ANSV has a secure funding stream from 1% of all vehicle insurance fees in the country. Initially, when ANSV was set up, this provision of 1% was for ten years only. In early 2018, this became a permanent arrangement through the passing of Law Nº 27431.

Institutional Risk.

- The risk that the new transport infrastructure would be designed without road safety considerations is low. ANSV is making road safety audits mandatory. The methodology and guidelines for road safety audits was developed jointly by ANSV and the National Roads Directorate in 2017. The next planned step is to certify auditors and initiate road safety audits on national roads.



- The risk that the enforcement of speeding, seatbelt and helmet use will not be sustained is low as the project built the institutional capacity in this area. The capacity to carry out awareness regarding the driving under the influence of alcohol has been created.

Political Risk. The risk that ANSV will lose political support to lead and coordinate the multi-jurisdictional road safety agenda is low because not only has ANSV delivered initial results but has already overcome a change in administration. In addition, the road safety policy has begun to take root in all entities involved in the agenda.

8. Assessment of Bank Performance

a. Quality-at-Entry

- The project was built on the experience and lessons learned from the Essential Public Health Functions Project (P090993, Loan 7412-AR). Based on this project, the project included the same funding mechanism to transfer resources from the national level to the provinces based on results, with the aim of strengthening the national government's position to lead coordinated action by the provinces and municipalities.
- The project design was in line with recommendations of the World Report on Road Traffic Injury Prevention and best-practice guidance on the road safety. It considered the main recommendations that established the initiatives necessary to help Argentina transition to a Safe System Approach.
- The project design incorporated the approach of output-based payments for the "Incentive Fund" subcomponent, which was based on successful and extensive experience in Argentina's health sector. This approach allowed for the financing of many 'small' projects executed by many different municipalities.
- The project was designed to engage with a broad group of stakeholders to share responsibilities vertically from national to local levels and horizontally across private and public sectors and civil society groups.
- The Bank conducted a thorough risk assessment on the fiduciary, environmental, technical, and political aspects and put in place possible mitigation measures (ICR para 71).
- The project design was complex as the coordination and institutional challenge was particularly acute in Argentina (ICR para 4). Argentina's federal government structure added a significant layer of complexity. Argentina is a federal republic subdivided into 23 provinces and one autonomous city, Buenos Aires, which is the nation's federal capital. The provinces and the capital have their own constitutions, freely organize their local governments, and own and manage their natural and financial resources. Therefore, they are directly responsible for funding and implementing road safety actions.
- The project was designed to engage with a broad group of stakeholders to share responsibilities vertically



from national to local levels and horizontally across private and public sectors and civil society, NGOs, and professional groups.

- The M&E design was appropriate (see section 9a).

Quality-at-Entry Rating

Satisfactory

b. Quality of supervision

The ICR reports (para 72) that the World Bank team was closely involved during the project implementation period. However, it does not provide information as to how many supervision missions were done. The ICR reports (para 62) that the continuity of World Bank TTLs was an important factor that contributed to the project's success as the dialogue with the ANSV was led by the same TTLs since project preparation and allowed strong working relationships which led to quick adaptation of knowledge and learning. For example, the Bank team identified opportunities to transfer knowledge, by enabling exchanges with Spain's General Traffic Agency through study tour. The Bank also facilitated Argentina's participation in the of the International Road Traffic and Accident Database (IRTAD) Group of the International Transport Forum, which provided best practices for the establishment of the ANSV's observatory and has placed Argentina in a leading position in Latin America through its support for the creation of the regional road safety observatory. However, the World Bank could have better addressed the M&E framework adjustments during restructuring. The ICR does not provide information as to how many supervision missions were done.

Quality of Supervision Rating

Satisfactory

Overall Bank Performance Rating

Satisfactory

9. M&E Design, Implementation, & Utilization

a. M&E Design

The M&E design included outcome indicators to specifically capture crash reductions in selected pilot corridors: (a) reduction in the death rate (number per million vehicle-kilometers) in the selected corridor sections and (b) reduction in the number of reported nonfatal road traffic injuries in the selected corridors where project activities were piloted and adapted to the local context.

One PDO-level indicator was formulated to specifically capture the institutional-strengthening dimension of the Road Safety Project and its potential to contribute to the reduction of road traffic injuries and fatalities in the borrower's territory: the number of formal periodic project coordination meetings of the Federal Council for Road Safety managed by the ANSV during the life of the project.



The main shortcoming of the M&E design was the lack of indicator to measure for road traffic injuries in the borrower's territory. However, one of the tasks of the planned National Road Safety Observatory was to track road traffic injuries. Intermediate indicators could have been improved by having an indicator to track the improvement of response capacity in emergencies

b. M&E Implementation

The ICR reports (para 64) that most indicators were collected as part of the ANSV's regular operations and resulted in an effective implementation of the M&E framework. The indicators were relatively easy to track and did not require sophisticated methodologies. However, tracking compliance with seatbelt use and speed limits required the development of a robust methodology for data collection. The setting up of the National Road Safety Observatory was an important step and contributed to the tracking of road traffic fatalities. During the first restructuring of the loan, minor revisions to the indicators took into consideration changes in legislation and refined the methodology to report them. Implementation could have been improved through the inclusion of additional indicators to measure the impacts of the Incentive Fund in Component 2.2.

c. M&E Utilization

The ICR reports (para 65) that the M&E framework was consistently used to supervise project progress. It is not clear what the feedback loop was and how the results from M&E were used in decision making.

M&E Quality Rating

Substantial

10. Other Issues

a. Safeguards

The Project was classified as an Environmental Category B and the following safeguards policies were triggered: Environmental Assessment (OP/BP 4.01), Physical Cultural Resources (OP/BP 4.11), Involuntary Resettlement (OP/BP 4.12), and Indigenous Peoples (OP/BP 4.10).

Environmental Safeguards.

Environmental Assessment (OP/BP 4.01). The ICR reports (para 69) the project complied with applicable safeguard policies. No additional information is provided regarding this safeguard.

Social Safeguards

Involuntary Resettlement (OP/BP 4.12). The ICR reports (para 69) that there were no cases of



displacement of populations or of economic activities.

Indigenous Peoples (OP/BP 4.10). The ICR reports (para 69) that specific dissemination materials were prepared for indigenous peoples in their respective languages and that the project complied with applicable safeguard policies. No additional information is provided regarding this safeguard.

Physical Cultural Resources (OP/BP 4.11). The ICR reports (para 69) the project complied with applicable safeguard policies. No additional information is provided regarding this safeguard.

b. Fiduciary Compliance

Financial Management (FM): The ICR reports (para 69) that the project complied with the World Bank's FM requirements. Audits were mostly unqualified and there were no reports of ineligible expenditures. However, there were minor delays in the submission of audit reports. Similarly, the Interim Financial Reports were of acceptable quality; however, they were submitted with minor delays throughout the project implementation period. Due to these delays, the FM performance rating in ISRs ranged from satisfactory to moderately satisfactory throughout the life cycle of the project.

Procurement: The ICR reports (para 68) that the quality control of procurement documents of the Project Implementation Unit (PIU) (evaluation reports, procurement documents, and so on) was deficient. The project team frequently detected errors and deviations in prior and post reviews. The project team provided guidance and technical assistance to the projects procurement officers. The procurement of goods of imported equipment such as breathalyzers and radars encountered major difficulties due to restrictions on imports and payments in foreign currency. This limited the purchase of these items.

c. Unintended impacts (Positive or Negative)

Demonstration effect in Argentina: The project was designed to demonstrate success in selected corridors, with the aim of later replication of the success in the entire road network. Since 2015 Argentina has been implementing a large-scale public-private partnership (PPP) program on roads that places strong emphasis on road safety. This PPP program is supporting "Rutas Seguras" (safe routes) on 3,310 km. This represents a significant step forward in Argentina's road safety agenda.

Regional collaboration: The project also had demonstration effects regionally and globally. Other countries in the region have requested World Bank support to replicate Argentina's approach to road safety management. In response, the World Bank has scaled up efforts to link 22 countries throughout the region and has provided financial and technical support to create the initial framework and web-based platform for Ibero-American Road Safety Observatory (OISEVI), which facilitates data transfer, sharing, and analysis and links participating countries to IRTAD resources.



d. Other

11. Ratings

Ratings	ICR	IEG	Reason for Disagreements/Comment
Outcome	Satisfactory	Satisfactory	---
Bank Performance	Satisfactory	Satisfactory	---
Quality of M&E	Substantial	Substantial	---
Quality of ICR		Substantial	---

12. Lessons

The ICR (para 76) presented several useful lessons adapted by IEG:

- **Empowering the lead agency can generate results in the medium and long terms.** Empowering and providing the lead agency with the necessary legal, financial, and human resources in a sustained manner to effectively manage road safety in a country, and holding the agency accountable for national road safety outcomes, following Safe System Approach principles is important. The project followed recommendations by the World Bank and WHO to help Argentina transition to a Safe System Approach, under the responsibility of the lead agency, and to achieve the stabilization of traffic fatalities in the country.
- **Multi-sectoral and multi-jurisdictional coordination can be achieved through appropriate incentives and instruments.** The ANSV led formal meetings of the FCRS, carried out over 180,000 operations jointly with traffic enforcement forces, delivered numerous trainings and workshops, created a national driver's licensing system, and financed evidence-based RSIs in municipalities through the Incentive Fund.
- **Safe infrastructure design is an essential element of the Safe System Approach, because road design can mitigate the severity and consequence of road crashes,** even if human error contributed to the crash. The difference in performance in the three corridors highlights the importance of significant investments in safer infrastructure. The most successful corridor was the RN9 segment between the cities of Rosario and Córdoba, where significant changes in safety standards of infrastructure took place.
- **The creation and longer-term sustainability of a robust road safety data management system is essential for understanding the magnitude of the problem,** which is often understated, to be able to set realistic goals, inform interventions, and measure the effectiveness of actions.



13. Assessment Recommended?

No

14. Comments on Quality of ICR

The ICR is clear and analytical. It is results-oriented and the quality of evidence is good. It is internally consistent and in compliance with OPCS guidelines. The report could have provided a detailed analysis of the safeguards implementation experience. Lessons are evidence-based.

a. Quality of ICR Rating

Substantial