

Panel A: Benefits					
	Baseline <i>Before Speed Limit Change</i>	Counterfactuals: <i>(6th quarter after change)</i>			
		Reduced Form Estimates from:			
		Base Event Study CATT		Sample (3) event study w/ matched controls	
		SLR	SLR & Cameras	SLR	SLR & Cameras
<i>A1 - All Days, All Treated Roads + Spillover Area</i>					
Accidents					
without policy change	13,532	11,682	11,682	10,221	10,221
with policy change		8,423	8,338	8,350	8,309
<i>Policy Benefits</i>					
Averted Accidents		3,259	3,344	1,871	1,912
Benefits from Averted Accidents (R\$ million)		1,085.9	1,114.2	623.2	637.2
<i>A2 - Business Days, Marginais Highways + Spillover Area</i>					
Accidents					
without policy change	2,326	2,670	2,670	1,848	1,848
with policy change		1,882	1,871	1,488	1,475
<i>Policy Benefits</i>					
Averted Accidents		788	799	360	372
Benefits from Averted Accidents (R\$ million)		262.6	266.3	120.0	124.1
Panel B: Costs					
	Baseline <i>Without Speed Limit Change</i>	Speed Limit Policy		Policy Cost	
<i>B1 - Business Days, Marginais Highways</i>					
Time Spent in Traffic (million hours)	1,119.1	1,107.8		-11.3	
Cost of Time Spent in Traffic (R\$ million)					
VOT = VTPI individual VOT	7,104.0	7,017.8		-86.2	
VOT = 50% of median net wage	5,755.9	5,697.8		-58.1	
VOT = 50% of individual net wage	7,560.1	7,470.5		-89.6	