

Brasilia Declaration

Second Global High-level Conference on Road Safety: Time for Results Brasilia, 18-19 November 2015

PP1. We, Ministers and heads of delegations gathered in Brasilia, Brazil, on November 18 and 19, 2015, for the Second Global High-level Conference on Road Safety, in coordination with representatives of international, regional and sub-regional organizations and non-governmental organizations, academic institutions and the private sector, including philanthropic and corporate donors;

PP2. *Acknowledging* the leadership of the Government of the Federative Republic of Brazil in preparing and hosting this Second Global High-level Conference on Road Safety and the leadership of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;

PP3. *Concerned* that, in light of the World Health Organization's (WHO's) *Global status report on road safety 2015*, road traffic continues to represent a major development issue, public health problem and leading cause of death and injury around the world, as crashes kill more than 1.25 million people and injure as many as 50 million a year, with 90% of these casualties occurring in developing countries;¹

PP4. Underlining the important role of public health in terms of reducing road traffic fatalities and injuries and improving health outcomes, as well as the role of health systems, including through universal health coverage;

PP5. *Also concerned* that road crashes are the leading cause of death around the world for children and youth aged 15-29 years and noting that more than two thirds of the road traffic victims are males²;

PP6. *Recognizing* that human suffering, combined with global costs estimated at USD 1,850 billion³ a year, turns reducing road traffic deaths and injuries into an urgent development priority, and that investment in road safety has a positive impact on public health and economy;

PP7. *Recalling* the Moscow Declaration recommendations, adopted at the First Global Ministerial Conference on Road Safety in 2009;

PP8. *Convinced* that appropriate multisectoral international cooperation and multisectoral national action are necessary to realize the objective of the Decade of Action for Road Safety 2011-2020 to "stabilize and then reduce the forecast level of road traffic fatalities around the world";

PP9. *Welcoming* the inclusion of a target, within Sustainable Development Goal (SDG) 3 of the 2030 Agenda for Sustainable Development, to "by 2020, halve the number of global deaths and injuries from road traffic accidents" and *affirming* our willingness to intensify both national action and international cooperation with a view to meeting this target;

¹ WHO, Global status report on road safety 2015.

² WHO, Global status report on road safety 2015.

³ iRAP, The Global Cost of Road Crashes, 2013.

PP10. Recognizing the need for countries to introduce, or improve and strengthen, arrangements for monitoring serious injuries from road traffic accidents to facilitate action to meet, by 2020, the target to halve the number of global deaths and injuries from road traffic accidents;

PP11. *Welcoming as well* the inclusion of a target to “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” by 2030, within SDG 11 as an integral part of the 2030 Agenda for Sustainable Development;

PP12. *Noting* that the overwhelming majority of road traffic deaths and injuries are predictable and preventable and that at the mid-point of the Decade of Action much remains to be done, despite some progress and improvements in many countries , including in developing countries;

PP13. Recognizing that to only focus on road users as a cause of crashes is inappropriate and insufficient, as crashes result from multiple causes, many of which are linked to social determinants and risk factors

PP14. *Welcoming* the recognition by the 2012 United Nations Conference on Sustainable Development (Rio+20) that improving road safety can contribute to the achievement of wider international development objectives, and that transport and mobility are central to sustainable development;

PP15. *Reaffirming* that providing basic conditions and services to address road safety is primarily a responsibility of Governments;

PP16. *Recognizing* nonetheless that there is a shared responsibility to move towards a world free from road traffic fatalities and serious injuries, and that addressing road safety demands multi-stakeholder collaboration;

PP17. *Taking into account* the important contribution of passive safety to the progress made to prevent road traffic fatalities and injuries, and encouraging the vehicle and safety equipment industries to further develop their efforts to increase the existing passive safety levels globally;

PP18. *Taking into account* that road traffic deaths and injuries are also a social equity issue, as the poor and the vulnerable are most frequently also vulnerable road users (pedestrians, cyclists, users of motorized two-and-three wheeled vehicles and passengers of unsafe public transport), who are disproportionately affected and exposed to risks and road crashes, which can lead to a cycle of poverty exacerbated by income loss; and *recalling* that the aim of road safety policies should be to guarantee protection to all users;

PP19. Recognizing that road safety requires addressing broader issues of equitable access to mobility, and that the promotion of sustainable modes of transport, in particular safe public transport and safe walking and cycling, is a key element for road safety;

PP20. *Stressing* the importance of giving due attention to the issues of sustainable urban mobility and enhanced accessibility to destinations, activities, services and goods in drafting the New Urban Agenda, to be adopted at the United Nations Conference on Sustainable Urban Development and Housing (Habitat III), to be held in Quito, Ecuador, in October 2016;

PP21. *Reaffirming* the role and importance of the United Nations legal instruments on road safety, such as the 1949 and 1968 Conventions on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and 1998 agreements on technical vehicle regulations, the 1997 Agreement on Periodic Technical Inspection of Vehicles, and the 1957 Agreement on Transport of Dangerous Goods;

PP22. *Commending* States that have adopted comprehensive legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, drinking alcohol and driving, speeding, and *drawing attention* to other risk factors such as medical conditions and medicines which affect safe driving, fatigue, the use of narcotic, psychotropic drugs and psychoactive substances, cell phones and other electronic and texting devices;

PP23. *Considering* the crucial importance of traffic law enforcement actions supported by intelligent risk monitoring practices, and the role of awareness-raising campaigns for the prevention of road traffic crashes, and to minimize the injuries and damage they cause;

PP24. *Recognizing* the commitment of States and civil society to road safety by observing the annual World Day of Remembrance for Road Traffic Victims as well as United Nations Road Safety Weeks;

PP25. *Recognizing* the progress made by some countries in providing universal access to health and integral care in the pre-hospital, hospital, post-hospital and reintegration phases to road traffic crash victims, including strengthening mass casualty management;

PP26. *Acknowledging* the work of the United Nations system, in particular the leadership of WHO as coordinator, working in close cooperation with UN regional commissions, in particular the United Nations Economic Commission for Europe (UNECE), in establishing a Global Plan for the Decade of Action for Road Safety 2011–2020, the commitment of the United Nations Human Settlements Programme (UN-Habitat), the United Nations Environment Programme (UNEP), the United Nations Children’s Fund (UNICEF), and the International Labour Organization (ILO) among other agencies, to supporting these efforts as well as that of the World Bank and regional development banks towards implementing road safety projects and programmes, in particular in developing countries;

PP27. Emphasizing the role of the UN Safety Road Safety Collaboration as a consultative mechanism to facilitate international road safety cooperation;

PP28. Welcoming the establishment of the High-level Advisory Group on Sustainable Transport, and noting the appointment of the UN Secretary-General’s Special Envoy for Road Safety as efficient tools for fostering international action in reducing the number of global deaths and injuries related to road traffic crashes;

PP29. Inviting Governments and all relevant stakeholders to collaborate with the United Nations Secretary General’s High-Level Advisory Group on Sustainable Transport and give due consideration to its recommendations related to road safety;

PP30. *Taking into account* the importance of strengthening capacity and continuing international cooperation, including fostering South-South and triangular cooperation, including between countries that share roads across borders, to further support efforts to improve road safety, particularly in developing countries, and providing, as appropriate, financial and technical support to meet the goals of the Decade of Action and those of the 2030 Agenda for Sustainable Development;

PP31. *Determined* to learn from past experiences and build on achievements made;

Hereby renew their commitment to the Decade of Action for Road Safety 2011-2020 and to the full and timely implementation of the Global Plan for the Decade of Action, and decide to:

Recommended actions for strengthening road safety management and improving legislation and enforcement

OP1. Encourage States that have not yet done so to designate and/or strengthen funded lead agencies and related coordination mechanisms at national or sub-national level as well as to strengthen the collaboration between governments, including parliamentary bodies, civil society, academia, private sector and philanthropic foundations in that realm;

OP2. Encourage civil society, academia, private sector and philanthropic foundations to strengthen their commitments to accelerate the implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020;

OP3. Invite States that have not yet done so to redouble efforts to develop and implement national road safety plans and to adopt and enforce comprehensive legislation, in line with the Global Plan for the Decade of Action for Road Safety 2011–2020, with a view to meeting the target of increasing the percentage of countries with comprehensive legislation on key risk factors, including the non-use of seatbelts, child restraints and helmets, drinking alcohol and driving, and speeding, from 15% to at least 50% by 2020, as agreed in United Nations General Assembly resolution 64/255 of 2010;

OP4. Identify other risk factors which lead to distracted or impaired driving, such as medical conditions and medicines which affect safe driving, fatigue, the use of narcotic, psychotropic drugs and psychoactive substances, road environment visual distraction, cell phones and other electronic and texting devices and adopt, as appropriate, effective and evidence-based legislation;

OP5. Enhance road policing strategies and traffic enforcement measures, with a view to reducing road traffic crashes, including by means of promoting integration among traffic enforcement agencies in policing and inspection, as well as collecting road infrastructure and road traffic crashes data;

OP6. Improve the quality of systematic and consolidated data collection on the occurrence of road traffic crashes, including information from different sources, as well as on mortality and morbidity and disabilities, comprising disaggregated data; in order to address matters of data reliability and underreporting, data collection should be conducted by the appropriate authorities, including traffic police and health services, in line with international standards and definitions;

OP7. Invites the WHO to further standardize definitions, indicators and reporting practices, including on road traffic fatalities, injuries, and risk factors with a view to producing comparable information; and building on existing best practices in this area;

OP8. Encourage researching and result-sharing to support evidence-based approaches to prevent road traffic crashes, deaths and injuries and to mitigate their consequences;

OP9. Encourage States to introduce new technologies in traffic management and intelligent transport systems to mitigate road traffic crash risk and maximize response efficiency;

OP10. Encourage States that have not yet done so to consider acceding to or ratifying the UN legal instruments on road safety, as well as to engage in the activities of specialized UN transport fora;

Recommended actions to promote safer roads and the use sustainable modes of transportation

OP11. Promote environmentally sound, safe, accessible and affordable quality modes of transport, particularly public and non-motorized transport, as well as safe intermodal integration, as a means to improving road safety, social equity, public health, urban planning, including the resilience of cities and urban-rural linkages, and in this regard take into account road safety and mobility as part of the effort to achieve sustainable development;

OP12. Adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, such as pedestrian walkways and bicycle lanes and/or tracks, adequate lighting, speed cameras, road signs and road marking, with a view to also improving road safety and broader health outcomes, particularly the prevention of injuries and non-communicable diseases;

OP13. Establish and enforce adequate safe speed limits supported by appropriate safety measures such as road signs, speed cameras, and other speed restricting mechanisms, in particular around schools and residential areas, to ensure the safety of all road users;

OP14. Encourage efforts to ensure the safety and protection for all road users through safer road infrastructure, especially on highest risk roads with high rates of crashes, involving both motorized and non-motorized modes of transport, through a combination of proper planning and safety assessment, design, building and maintenance of roads taking into consideration the country's geography;

OP15. Encourage the United Nations Conference on Sustainable Urban Development and Housing (Habitat III), taking into account that the majority of road deaths and injuries take place in urban areas, to give appropriate consideration to road safety and access to safe public transport and non-motorized modes of transport in the future New Urban Agenda;

Recommended actions to protect vulnerable road users

OP16. Urge States to promote, adapt and implement road safety policies for the protection of vulnerable people among road users, in particular children, youth, older persons and persons with disabilities, in line with relevant UN legal instruments, including the Convention on the Rights of the Child and the Convention on the Rights of Persons with Disabilities;

OP17. Take appropriate measures to ensure persons with disabilities and other users with reduced mobility, on an equal basis, access to the physical environment of roads and surrounding areas and to transportation, both in urban and in rural areas;

OP18. Fully integrate a gender perspective into all policy-making and policy implementation related to mobility and road safety, especially in roads and surrounding areas and public transport;

OP19. Encourage States to develop and implement comprehensive legislation and policies on motorcycles, including training, driver licensing, vehicle registration, work conditions, and the use of helmets and personal protection equipment by motorcyclists, given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries;

Recommended actions to develop and promote the use of safer vehicles

OP20. Promote the adoption of policies and measures to implement United Nations vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles, meet applicable minimum regulations for occupant and other road users protection, with seat belts, air bags and active safety systems such as anti-lock braking system (ABS) and electronic stability control (ESC) fitted as standard;

OP21. Encourage national action and international cooperation to ensure that issues of road safety, air quality, and vehicle disposal for both individual and public transportation, are addressed with respect to second hand vehicles;

Recommended actions to increase awareness and build capacity of road users

OP22. Develop public policies to decrease work-related road traffic crashes, with the participation of employers and workers, in order to enforce international standards on safety and health at work, road safety and adequate road and vehicle conditions, giving particular attention to the issue of professional drivers' work conditions;

OP23. Increase awareness of road safety risk factors, protection and prevention measures and implement multi-stakeholder advocacy actions and social marketing campaigns, that emphasize the importance of the interrelation between road safety and a healthy lifestyle;

OP24. Develop and implement comprehensive, inclusive and evidence-based educational and training programmes, on a life-long learning and testing basis, to stimulate responsible behavior of all road users with a view to creating a peaceful road and social environment, as well as awareness of risk factors;

Recommended actions to improve post-crash response and rehabilitation services

OP25. Strengthen pre-hospital care, including emergency health services and the immediate post-crash response, hospital and ambulatory guidelines for trauma care, and rehabilitation services, through the implementation of appropriate legislation, capacity-building and improvement of timely access to integral health care, and request WHO to support Member States in their national endeavors;

OP26. Provide early rehabilitation and social reintegration, including in the world of work, to injured people and persons with disabilities caused by traffic crashes and comprehensive support to victims of road traffic crashes and their families;

Recommended actions to strengthen cooperation and coordination towards global road safety

OP27. Invite governments and road safety agencies to continue and enhance their activities of international cooperation in order to share best practices, and lessons learned, transfer knowledge, promote access to innovative and sustainable technologies and build capacity, in line

with the Global Plan for the Decade of Action for Road Safety 2011-2020 and the 2030 Agenda for Sustainable Development;

OP28. Invite all relevant stakeholders and especially the donor community to scale up funding for road safety and to explore innovative funding modalities to support global, regional, national and local-level research and policy implementation;

OP29. Encourage the WHO, in collaboration with other United Nations agencies and United Nations regional commissions, to facilitate, through the existing mechanisms, a transparent, sustainable and participatory process with all stakeholders to develop national, regional and global targets to reduce road traffic crashes and fatalities, and to engage in the process that will lead to the definition and use of indicators for the road safety-related Sustainable Development Goal' (SDG) targets;

OP30. Invite the United Nations General Assembly to endorse the content of this declaration.

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