



# BRAZIL

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Road Traffic injury in the SDGs  
Briefing

Statement by H.E. Ambassador Guilherme de Aguiar Patriota

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*(Please check against delivery)*

Thank You, Mr. Billingsley,

Esteemed colleagues, ladies and gentlemen, good afternoon. It is a pleasure and an honor to be here today to talk about road safety, an issue that is of relevance to all of us and that has rightly been at the top of the agenda by the UN, FIA Foundation, WHO, UNEP, UNICEF and other UN agencies. I would also like to recognize the presence here today of representatives from the Russian Federation, the Sultanate of Oman and the Republic of South Africa, and commend them for their work on road safety and their leadership in this issue globally.

We all know that mortality and serious injury caused by road traffic accidents have become one of the most pressing public health issues facing the international community. Road transport is by far the most risky of modern transportation forms. Current levels of traffic accidents around the world have surpassed acceptable limits and concerted action is required.

As our WHO colleagues will show, estimates point to 1.2 million lives claimed annually by road traffic accidents, and up to 50 million injured victims. While these numbers have remained stable globally, national statistics show a different picture. Many countries have succeeded in reducing levels of road traffic accidents and injuries, but in many others the statistics have been on the rise. Developing countries suffer the heaviest toll, as they account for over 90% of lost lives. Reverting this trend and achieving global reductions in the number of deaths by traffic accidents is going to require stronger and more coordinated action from all stakeholders.

The UN Decade of Action provides a great framework for international cooperation and has been very successful in raising awareness about the fact that road traffic accidents are a leading cause of deaths in many populous countries, including my own. It has also succeeded in promoting greater awareness of the importance of enhancing transport infrastructure, and adopting preventive as well as punitive measures to curb accident levels. To put it bluntly, what is required are safer roads, safer vehicles, public campaigns, enforced legislation and post-crash care.

There are many important international and business dimensions to road safety. During the FIFA World Cup in Brazil, last year, for example, the Brazilian Government had to reason with the alcoholic beverage industry, which was adamant their products should be sold inside World Cup Stadiums, despite the existence of a recent Brazilian law prohibiting this as a means of reducing accidents on the road. It is therefore necessary to align the commercial interests of the private sector to public policy objectives, such as achieving safe roads and reducing road traffic accidents, often related to excessive alcohol consumption.

Brazil has been deeply engaged in many UN initiatives such as the UN Road Safety Collaboration. Greater awareness needs to be matched by stronger political will and increased investments, in order to achieve the ambitious goals set by the Global Plan for the Decade for Action on Road Safety.

Brazil was a strong supporter of road safety in the context of the Open Working Group of Sustainable Development Objectives, where we were delighted to see the issue addressed in both Goal 3, on health, and 11, on cities, in the context of sustainable transport. This target, in particular, places a particular focus on the needs of those in vulnerable situations, including women, children, persons with disabilities and older persons, all of which tend to be disproportionately affected by road traffic injury and death. In the context of road transport, this also includes pedestrians, cyclists, and motorcyclists, who are more vulnerable than other road users. In addition, it also highlights the cross-sectoral nature of road safety, with implications for public health and the challenge of treatment and insurance costs, education, transport and the economy.

As for target 3.6, of halving global deaths and injuries from road traffic accidents by 2030, we commend its ambition as a goal that can be universally applied, but, as with all other goals and targets, clear means will have to be set for its implementation, including the criteria by which the target will be monitored, so as to make sure that it is feasible at the national level by Member-States. We look forward to hearing from WHO experts and others today on the technical aspects related to the target and its implementation.

As you all are aware, there is little room at this point for reopening the report of the OWG, lest we wish to risk unravelling the important and balanced set of goals and targets achieved.

Let me also provide some information on the Second Global Conference on Road Safety, which Brazil is very honored to be hosting later this year in 18-19 of November. Preparations in Brazil have been ongoing, including with the involvement of the Group of Friends of the Decade for Action on Road Safety, which met last November in Brasilia.

The conference will be held at the ministerial level and around 1500 people are expected to attend, including ministers of health, transports, and other related areas, as well as international organizations and representatives from civil society and the private sector. It will consist of a plenary followed by high level roundtables, which will provide an opportunity to take stock of national, regional and international initiatives undertaken in the context of the Decade for Action, as well to identify gaps in its implementation and propose solutions in order to meet the Global Plan's objectives by 2020. Furthermore, the conference will allow for further discussion on how to integrate the ambitious road safety related targets to the overall implementation of the Decade for Action, and to launch a strong, united and global effort to reach them. The expected outcome is an intergovernmental declaration, as was the case in the First Global Conference on Road Safety, held in Russia in 2009. Consultations will be held in Geneva and will be held in coordination with the WHO.

We encourage all to participate at the highest level, and we look forward to welcoming you in Brazil.

Finally, I would again like to thank the FIA Foundation for organizing this event and for inviting me - thank you, Mr, Billingsley as well as to reiterate Brazil's strong support for road safety and commitment to cooperating with others, at all levels, in order to address this global problem. Let's make 2015 the year of a renewed commitment towards reducing road traffic accidents and saving lives on the roads.

Thank you.