Thank you for the opportunity to comment on the draft Brasilia Declaration on Road Safety.

Overall, the document is very comprehensive and lays a strong foundation for the 2nd Global High Level Conference on Road Safety. Below are the consolidated comments from GRSP’s Geneva team. Given the current length of the document, we have limited our comments to what we believe are important issues and have tried be as concise (and specific) as possible with our suggestions.

**Issue: Acknowledging the unique role of the Red Cross Red Crescent Movement**

**Recommendation:** Add the following language, highlighted in red:

**OP2.** Reinforce governmental leadership and guidance in road safety, including by designating and/or strengthening funded lead agencies and related coordination mechanisms at national or sub-national level as well as by strengthening the collaboration between governments and civil society, including Red Cross and Red Crescent National Societies, in that realm;

**Rationale:**
- This reflects the language from UNGA Resolution A/RES/64/255 (2010) when Red Cross & Red Crescent Societies were specifically identified.
- Red Cross and Red Crescent Societies are a unique civil society classification and are not non-governmental organizations nor the other categories laid out in the draft resolution.
- This addition reflects the unique position of Red Cross and Red Crescent National Societies, as auxiliary to government, in supporting government to address road safety challenges.
- The Red Cross Red Crescent Movement recognizes road traffic injury and death as a humanitarian crisis (since 1998 when it was included in the IFRC’s World Disasters Report).

**Issue: Strengthening the language related to traffic law enforcement in order to draw more attention to the need for robust and on-going political support of enforcement**

**Recommendation:** Add the following language, highlighted in red:

**PP18.** Considering the importance of traffic law enforcement supported by awareness campaigns, as well as sustained political commitment to enforcement, for the prevention of road traffic crashes;

**OP2.** Reinforce governmental leadership and guidance in road safety, including by designating and/or strengthening funded lead agencies and related coordination mechanisms at national or sub-national level, as well as by strengthening the collaboration between governments and civil society, including Red Cross and Red Crescent National Societies, in that realm, and providing on-going support for sustained enforcement campaigns;
**OP8.** Enhance intelligence led road policing strategies and traffic patrol measures in order to achieve a safe environment for all road users supported by robust driver licensing and vehicle registration systems, and well-publicised and meaningful penalties and sanctions;

**Rationale:**
- In order to work well, road police need high-level political support from their municipal and state government officials ([http://www.bloomberg.org/blog/police-enforcement-critical-component-changing-behavior-road-users/](http://www.bloomberg.org/blog/police-enforcement-critical-component-changing-behavior-road-users/)).
- It would be more appropriate to refer to “robust” rather than “proven” driver licensing and vehicle registration systems since the overall effectiveness of such systems has not been systematically investigated. Rather, the literature suggests that it is important for these systems to have integrity and be designed to enhance road safety.
- The available evidence suggests that a key factor influencing the effectiveness of traffic laws, besides rigorous policing, is the perceived severity, certainty and swiftness of the penalties and sanctions applied to offenders.

**Issue: Strengthen the language relating to the role of partnerships in road safety and, in particular, the value of private sector participation**

**Recommendation:** Add the following language, highlighted in red:

**PP24.** Also recognizing that road safety demands multi-stakeholder collaboration and partnerships, with the contribution of civil society, including academia, professional associations, nongovernmental organizations, victims' organizations, and the media, as well as the private sector, including philanthropic and corporate donors;

**OP2.** Encourage private sector companies to participate in multi-sectoral partnerships with government and civil society organizations to improve road safety, as well as implement comprehensive policies and practices to enhance the road safety of their workforces and the broader communities in which they operate;

**Rationale:**
- The inclusion of the word “partnerships” is consistent with the wording of the resolution of the 64th General Assembly of the UN relating to improving global road safety.
- Research has shown that a systematic and holistic approach to work-related road safety can produce a range of benefits to organizations and their workforces.

**Issue: Highlight the need for more road safety research to be undertaken in low and middle income countries**

**Recommendation:** Add the following language, highlighted in red:

**OP21.** Encourage research and the sharing of results to support evidence-based approaches to the prevention of road traffic injuries and the mitigation of their consequences, particularly in low and middle income countries;
Rationale:
- Historically, most road safety research is undertaken in high income countries. Given the major road safety challenges faced by low and middle income countries (LMICs), it is essential that the research community is encouraged to focus more strongly on the needs and experiences of LMICs.

Issue: Encouraging infrastructure investment by multilateral development banks to address road safety

Recommendation: Add the following language, highlighted in red:

**OP?.** Encourage member states to use their membership in multilateral development banks to call for infrastructure investment to be contingent on the inclusion of design components which enhance safety for all road users;

Rationale:
- This would serve to reinforce current good practice among multilateral development banks.