

Open letter from The Brazilian Alliance of Civil Society Organizations for Life on the Road (ABROT) to the society and the delegates of The Second Global High-Level Conference on Road Safety

Brasília, November 19, 2015

Despite Brazil's advanced legislation, following the World Health Organization (WHO) recommendations for road safety, the number of deaths and injuries remains high and keeps rising in the country. WHO statistics put Brazil among the five most violent countries in the world in traffic, with 23.4 deaths per 100,000 inhabitants.

The Brazilian Alliance of Civil Society Organizations for Life on the Road (ABROT), which brings together non-governmental organizations from all regions, on the occasion of The Second Global High-Level Conference on Road Safety (Brasília, 18-19 November, 2015), hereby express concern about the results of Brazil in the first half of the Decade of Action for Road Safety.

The laws exist. Why aren't they enforced? Why the lack of control? This reveals the absence of a coordinated national management effort, combining professional capacity and political will, effectively directed to actions and solutions. In a country of continental dimensions and over five thousand cities, where traffic violence is part of daily life, the implementation of an action plan is essential.

The National Plan to Reduce Traffic Accidents, based on WHO recommendations for the Decade 2011-2020, was built with the participation of civil society and government spheres. It was submitted to public consultation and finally delivered to the Civil House of the Presidency of the Republic in May 2011. Why, in the fifth year of the decade, this plan has not yet been adopted by the competent authorities?

It is worth remembering that the first pillar established by WHO – Road Safety Management - recommends the creation of a national coordinating agency to work in cooperation with a wide range of sectors of government and society, in order to implement coordinated actions with realistic goals, adequate resources and constant evaluation.

Regarding to investments, it is unacceptable that revenues from traffic fines are not applied exclusively in traffic engineering and signaling, monitoring and policing and in road safety education, as provided by the Brazilian Traffic Code (Law 9.503/09). It is also incomprehensible the retention of the money destined for the Funset (National Fund for Road Safety and Education), when we know that the amount spent to assist hundreds of thousands of victims is far superior than the investments needed in prevention and safety vial. Besides, there are still 5% of the funds raised by compulsory insurance DPVAT to be applied in prevention programs, especially in traffic education. Remember that these resources do not come from the state budget: they are a tax paid by owners of motor vehicles.

Rare and valuable achievements in road safety and the preservation of life, such as the *Vida no Trânsito* project, do not come forward. This stagnant situation, which leads to gradual worsening of symptoms, occurs, on the one hand, because of the lack of commitment of the government, and on the other, in due to the tolerance and passivity of society before this absolutely predictable and preventable phenomenon.

Thus, the Brazilian Alliance of Civil Society Organizations for Life on the Road (ABROT) calls for the engagement of the whole society and demands the authorities for effective action in order to achieve the challenge of the Decade 2011-2020 of reduction by 50% of the number of deaths and injuries in traffic. This challenge will be possible only if grounded on two key elements: **POLITICAL WILL** and **EXECUTIVE DECISION** to establish road safety as a government priority and an urgent commitment with the society.

