

## **Marrakech Declaration on Better Safety Data for Better Road Safety Outcomes**

Around 1.3 million people die every year on the world's roads, and another 20 to 50 million sustain non-fatal injuries as a result of road traffic crashes, as reported in the WHO Global Status Report on Road Safety. Road traffic injuries take an enormous toll on individuals and communities as well as on national economies. Middle-income countries, where motorization rises rapidly, are the hardest hit. The United Nations launched a Decade of Action on Road Safety in 2011, with the ambition to half the expected level of deaths by 2020 and more recently the UN adopted Sustainable Development Goals, which for the first time include two targets for road safety.

Good road safety data is fundamental to improve road safety outcomes and achieve the road safety targets set by each country.

On 10-12 October 2017, international road safety experts from more than 40 countries met at the 6<sup>TH</sup> International IRTAD conference in Marrakech (Morocco) to discuss issues related to the collection and analysis of road safety data as a critical tool to design effective road safety policies.

The participants agreed on the following recommendations:

1. Reliable road safety data are essential to understand, assess and monitor the nature and magnitude of the road safety problem and the related solutions, to set ambitious and achievable safety target, to design and implement effective safety policies and measure their effectiveness. Improvement made to the quality of road safety data will improve the quality of data driven policy decisions.
2. It is essential to clearly identify data needed for road safety analysis and decision making. A minimum set of road safety data is required to analyse road safety. It is recommended that road safety data is collected at three levels:
  - a. Final outcome data, including the number of persons killed and injured by type of road users, location and time
  - b. Data on road safety performance indicators (SPIs), focusing on the safety performance of vehicles, road infrastructure and post-crash care and road user behaviours. Regarding the latter, the following are a minimum set of SPIs:
    - speed
    - seatbelt wearing and use of child restraint systems
    - helmet wearing by users of powered two-wheelers
    - drinking and driving.

- c. Contextual data, including risk exposure data such as population, motorisation, and traffic volume by type of road users and road types, and personal mobility by mean of transport, as well as background cultural information.
3. Underreporting of road crashes and casualties is a significant problem and all countries are invited to address this issue explicitly. This requires improving data quality from the police and comparing these with data from other sources (hospitals and coroners in particular).
4. Fatality data are not sufficient to understand road safety problems fully. Information on injury crashes is essential for a more complete picture of road safety. IRTAD supports the definition of a "seriously injured road casualty" as a person with injuries assessed at level 3 or more on the Maximum Abbreviated Injury Scale i.e. "MAIS3+", which can be derived from the International Classification of Diseases (ICD). It is recommended to further study the impact of different levels of injuries on the quality of life and health losses, as an example lifelong disability.
5. Road safety data should be aggregated at national and regional/provincial level, analysed and published by a (lead) national agency. The agency should be able to monitor road safety performances, based on key indicators, and provide objective assessments of progress and impacts of interventions to those in charge of designing and implementing a road safety strategy.
6. In several countries, a road safety observatory, under the auspices of a lead road safety agency or a lead ministry, is in charge of data collection and analysis. This model has proven to be a good institutional setting to raise the profile of road safety and encourage policy actions.
7. Regular monitoring and analysis of key road safety risk factors (for example, speeding, drinking and driving, non-wearing of seatbelts or helmets, non-respect of traffic rules, distraction/inattention, fatigue, etc.) should be undertaken. The results of monitoring should be made publicly available at regular intervals and used, if appropriate, to adapt the road safety strategies in place and promote safer behaviours.
8. In order that meaningful international comparisons and exchange of best practices can be done the international community should work towards:
  - a. harmonisation of data, including common definitions on the main indicators. Many countries have now adopted the 30 day definition to define a fatality; other countries are strongly encouraged to do the same.
  - b. the development of common methodologies to collect data on Safety Performance Indicators and exposure data. Results of this will allow for meaningful international comparisons and the exchange of best practices
9. Benchmarking between countries, and also between regions and cities, is a useful methodology to generate dynamics and strengthen motivations for road safety improvement by identifying strong and weak points in road safety and by doing so

to learn from each other. Countries are encouraged to share their data and to co-operate within international initiatives.

10. The Regional Observatory established in Latin America (OISEVI) has proven its effectiveness in raising road safety on the political agenda, creating emulation between countries and facilitating exchange of best practices. Consideration should be given to create regional observatories in other regions worldwide. An African road safety observatory, under the form of a network of country representatives, would be instrumental in improving road safety data in African countries and foster co-operation.

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*This declaration was adopted on 12 October 2017 by international road safety experts from more than 40 countries at the 6<sup>th</sup> IRTAD conference in Marrakech, Morocco.*

*The International Traffic Safety Data and Analysis Group (IRTAD) is the International Transport Forum's permanent working group on road safety. With around 70 members and observers representing 40 countries, IRTAD has been hailed as "model of a multi-country effort" and its crash data described as "simply the best in the world". IRTAD maintains an online database of road safety data and every year publishes the Road Safety Annual Report ("IRTAD Report")*