



**Trauma through loss and lack of justice;
the work of the European Federation
of Road Traffic Victims (FEVR)**

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Real Scale?

Annually

Killed: 1.3 million worldwide
36,000 - 120,000 Europe-wide

Injured: 50 million worldwide
3 million in Europe

But annual statistics ignore

Cumulative toll

Effects of injury

4 permanently disabled for every death
impact on families is profound and long-lasting

Effects of bereavement

Impact on bereaved families and friends is profound and long-lasting

Responses

- **Society** - An “accident”
- **Justice Sector** - inadequate investigations, inappropriate charges, trivial sentences
- **Health Sector** - not a public health priority, limited trauma care, lack of research into impacts
- **Governments** – higher levels of risk for deaths on the road accepted, strategies exclude post crash response

European Federation of Road Traffic Victims (FEVR)

- Founded in 1991 in Geneva, UN consultative status
- 22 member organisations from 18 countries (15 EU)
In 2010, PARC from Ireland became a FEVR member
- Co-operation and best practice exchanges between these national associations and a stronger voice for them
- Observance of a common Day of Remembrance since 1993
- Representation of road victims' interests at international level
- Participation at relevant UN working parties and meetings
- Joint work with related partner organisations

Why were victim NGOs set up?

- Steep rise in road traffic injuries
- Victims left without assistance
- Legal process offered no justice
- UN Resolution of 1985 on protecting victims' rights not followed by governments
- Victim organisations compelled to fill void left by government failures

Basic needs of trauma victims

- Full and accurate information
- Upholding of their human rights
- Acknowledgement of their loss and suffering by society, government and the judicial system

Road traffic victims are often denied these basic needs

FEVR Study (EC funded)
Impact of Road Death and Injury, 1993-1996
Over 1300 responses from 9 countries

Psychological suffering of victims	Relatives of dead victims	Relatives of disabled victims	Disabled themselves
Depression	64 %	52	46
Feeling of being suicidal	37 %	17	17
Anxiety attacks	46 %	44	42
Loss of drive	70 %	69	66
Anger	78 %	63	55

FEVR Study (EC funded)

Impact of Road Death and Injury, 1993-1996

Over 1300 responses from 9 countries

	Bereaved	Disabled
Not received criminal justice	89%	68%
Change of occupation (forced by circumstances)	60%	70%
Fall in standard of living	50%	60%
Long term decline in quality of life	90%	80%



Grieving relatives launch 'Remember Me' plaque in London





REMEMBER ME

Justice Campaigns by FEVR member organisations

- Associazione Italiana Familiari e Vittime della Strada (AIFVS), Italy – Campaign for respect for the value of life – ongoing
- Suatayoz, Turkey – Campaign for Justice for Hit & run cases
<http://www.youtube.com/user/StopTheCar2011>
- RoadPeace (UK) from 1998 – Justice Campaign targeting six areas in need of attention

It included an All Party Parliamentary Group for Justice for Road Traffic Victims - from 1998 - 2008

The Six areas of the RoadPeace Justice Campaign

1. Victims' right to information & consultation
2. Investigations to national standards
3. Criminal proceedings to bring justice
4. Civil compensation to provide fairness
5. Medical care to national standards
6. Coordinated government strategy

A similar campaign would be relevant in most countries.

Campaign goals of FEVR

- A far more serious post crash response
 - * Investigation – to consistent standards
 - * Fair and just civil proceedings
 - * Medical immediate and long-term care to consistent standards
- Acknowledgement of public health/trauma impacts
 - * Actual scale and consequences on life, work, finances, etc.
- Parity with other victims of violent events
 - * Same provisions and support for road crash victims as for other victims
- Reduction of risks for vulnerable road users
 - * for their protection
 - * for sustainable mobility

FEVR collaborations

- UN WP1 - NGO participant
- UNRSC – NGO participant

- EC – respondent to consultations and reports
- ETSC – Main Council member
- EuroSafe – representative of road victims
- TISPOL – plans for future collaboration

- Related NGOs – partner, road victim representative
- Global NGO Alliance – Steering Committee member

Decade of Action for Road Safety launched globally on 11.5.2011

- FEVR contributed to the Global Plan for the Decade, in particular Pillar 5
- FEVR responded to the EC consultations on the 4th RS Action Programme and on Provisions for Victims of Crime
- FEVR & RP sent amendments to the Koch Report on road safety for next decade
- FEVR member organisations held events to launch the Decade of Action on 11th May
- FEVR president coordinated the drafting of the NGO 'Brussels Declaration', signed by FEVR and FEVR member organisations
- FEVR collaborates with NGOs globally.

1st Global NGO meeting 7-8 May 2009 in Brussels, hosted by WHO

- 70 NGOs advocating for road victims and road safety, from 40 countries
- 75% set up by victims
- 33 recommendations for Decade agreed and signed
- NGO 'Brussels Declaration' presented at the Moscow Ministerial conference in November 2009

NGO Declaration – forward looking document

Written

- With threat of climate change in mind
- With impacts of our car-based life styles in mind (additional to road death and injury)

"Change doesn't just happen, it is propelled by men and women whose spirits are provoked and inspired to make a difference."

- Olanrewaju Osho, Safety Alliance Nigeria

Messages from the five subject areas have been adopted as the Core Values for the planned Global NGO Alliance

NGOs recommend for Decade of Action for Road Safety

General Approach

The road is a network to link people, as well as a public domain

- Transportation policy to be drastically changed – first priority to safety and sustainable mobility
- Road design to consider the role of the public space
- All traffic related diseases to be taken into account, not only death and injuries in crashes, also those caused by pollution and car-based sedentary life-styles
- More appropriate terminology to be used in place of 'accident' to positively affect attitudes – such as Crash, Collision, Injury, etc.

NGOs recommend for Decade of Action for Road Safety

Prevention

- Governments to commit to providing resources for research and strict enforcement of traffic laws
- A sustainable financing mechanism for road safety to be set up within governments
- National road safety action plans to be integrated into transport plans
- Roads and traffic systems designed with safety and sustainability amongst their primary objectives
- Standards for traffic police training to be adopted and national training institutions for road safety specialists supported

NGOs recommend for Decade of Action for Road Safety

Post crash response

- Priority to improve emergency services and early rehabilitation to prevent trauma
- Ensure social, medical and legal care for injured victims and bereaved families
- Thorough investigation of crashes to identify all preventable causes and ensure justice for victims (make use of existing research and lessons learnt)
- An effective, proportionate and dissuasive legal response to road law breaking and causing death and injury
- National situational reviews - to monitor road collision investigation capacity, number of criminal prosecutions after road death and injury and standard of services for road crash victims

NGOs recommend for Decade of Action for Road Safety

Worldwide Learning

It is essential to return to sustainable mobility modes in face of the enormous cost in human lives and the effect of pollution on climate change
therefore

- Accommodate and integrate different modes of mobility in design of all roads
- Provide safety and comfort for vulnerable road users

NGOs recommend for Decade of Action for Road Safety

Joint initiatives and actions

- Support for a national advocacy network
- World Day of Remembrance for Road Traffic Victims to be officially recognised and observed in every country on the 3rd Sunday of November – with main focus on remembrance
- A national memorial to road crash victims to be erected in the capital city of every country
- An International Coalition Against Road Trauma – ICART, comprising National Coalitions with members from the health community, to be established

World Day of Remembrance for Road Traffic Victims

- Initiated by RoadPeace in 1993, soon joined by FEVR member organisations
- Observed for 10 years across Europe
- Adopted by the UN on 26 October 2005
'as the appropriate acknowledgement for victims of road traffic crashes and their families'
- FEVR and RoadPeace drafted a Guide for World Day of Remembrance events, published by WHO

The UN calls for official recognition of the World Day by all governments – to help tackle the ***'global road safety crisis'***.

worlddayofremembrance.org



United Kingdom 2001



Luxemburg 2004 – March in white



Portugal 2006



Croatia 2008



Slovenia 2009

