“Working to protect the interests of road crash victims & to reduce road danger”
Very few governments have committed themselves during the 25 years of FEVR existence to improve the situation of victims and also have largely failed to enforce road traffic laws in a sustainable way.

Victim organisations have been moved to fill the void left by government failures.

The steep rise in road traffic injuries 70’s

Victims were left completely neglected and without assistance or help.

victims suffered twice when the legal process offered no real justice.

The Forgotten Victims

Very few governments have committed themselves during the 25 years of FEVR existence to improve the situation of victims and also have largely failed to enforce road traffic laws in a sustainable way.
The **Basic needs of trauma victims** are:

- instant full and accurate information

- upholding of their human rights and respectful treatment

- acknowledgement of their loss and suffering by society, government and the judicial system
FEVR Areas of activities

Support services
- FEVR as an Advocacy Organization for road crash victims
- Laws that are consistently applied, so that they also act as a deterrent.
- Road victims’ human rights
- Trauma care
- Rehabilitation
- Appropriate legal response
- Funding for organizations providing support to victims

Access to justice
- Addressing pedestrian rights
- Speeding
- Decrease of the power of cars
- The offences of hit and run
- Alcohol & drug use
- Distracted driving and Phone use
- Reduction in the consequences of crashes
- Reduction of CO2 emissions

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More serious post crash response:

→ **Investigation of crashes** to minimum standards and **MDCI** = Multi Disciplinary Crash Investigation

→ **Criminal justice** - with appropriate laws, charges and sentences

→ **Civil justice** – length of proceedings to be reasonable and damages payments to be fair

→ **Strict liability law**

→ **Medical care** – both physical and psychological to satisfactory national standards

How a country responds to road death and injury indicates the importance it accords road safety
Dissatisfaction with criminal and civil justice

No legal recognition head injury impairment
Insurance claims (and criminal justice proceedings, if applied)

Understand how victims could be better supported
Victim of Traffic Offences

- Gaining recognition victims of road traffic offences
- Preventing secondary victimisation
- Improving effectiveness and accessibility of support
- Facilitating multidisciplinary cooperation
- Restorative Justice
Victims of Crime & Violence

Treat certain violations as premeditated criminal offences
Do those killed and injured by law breaking on the road treated have the same rights to information and support as victims of crime?

The Victims’ Rights Directive
What does it bring?

Věra Jourová
Commissioner for Justice,
Consumers and Gender Equality

Directorate-General for Justice and Consumers

Did you know?
Every year, an estimated 15% of Europeans or 75 million people in the European Union fall victim to crime.

The New EU rules on victims’ rights that apply since 16 November 2015 bring major changes in the way victims of crime are treated in Europe. The Victims’ Rights Directive lays down a set of binding rights for victims and clear obligations on EU Member States to ensure these rights in practice.

The aim is that all victims of crime and their family members are recognised and treated in a respectful and non-discriminatory manner based on an individual approach tailored to the victim’s needs. They change attitudes towards victims and place victims at the centre of criminal proceedings. The rules improve the situation of millions of victims in Europe.

They apply to all people who fall victim to crime in Europe regardless of their nationality.
Report by FUNDACION MAPFRE/FICVI: “Response after traffic “accidents” in Ibero-American countries

- Guide for victims and units (centres) of assistance
- Specialist road traffic crime prosecutors
- Victims’ Law
Recommendations on:

- **Collision investigations** and importance to prevention
- **Civil compensation** for vulnerable road users (Strict/Presumed liability)
- Proportionate and deterrent **legal response** (criminal prosecution)
Road deaths to be professionally investigated (as homicide), with the bereaved treated as victims of crime, until the contrary is proven.

- End the complacency within the justice system towards driving offences. Road crime should be treated like other crimes
As an Advocacy Organisation for road crash victims, FEVR wants to see an end to the discrimination of road crash victims, compared to other victims of crime or culpable acts, and wants to see laws that deter and are consistently applied.

Brigitte Chaudhry
FEVR 2. president
FEVR Justice Workshop 4.4. KL

“Our Federation and its national Associations defend the right to life without compromise.”

Marcel Haegi, 2002 FEVR founder and 1. president
Objective 3: Post Crash Response

Ensure that the post-crash response is included in road safety strategies and programs and that the health and justice system is not forgotten.

Raise awareness of importance and need for improvement of collision investigation and criminal prosecution, and promote good practice. Encourage a thorough investigation into the crash and the application of an effective legal response to road deaths and injuries and therefore encourage fair settlements and justice for the bereaved and injuries.
Crash or Collision is no Accident