



***“Working to protect the interests of road crash victims & to reduce road danger”***



# WHY Victim organisations?



- 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.**

- 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 **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**  
Fédération Européenne des Victimes de la Route  
European Federation of Road Traffic Victims

**FEVR** campaigns for road victims' rights and road danger reduction

- 
- This includes the call for a more serious post crash response:**
  - 
  - investigation to minimum standards**
  - criminal and civil justice for victims**
  - medical and social care to satisfactory standards**
  - 
  - How a country responds to road death and injury indicates the importance it accords road safety**
  -

**[www.fevr.org](http://www.fevr.org)**



# 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

## Road Danger Reduction



# FEVR Areas of activities



## 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

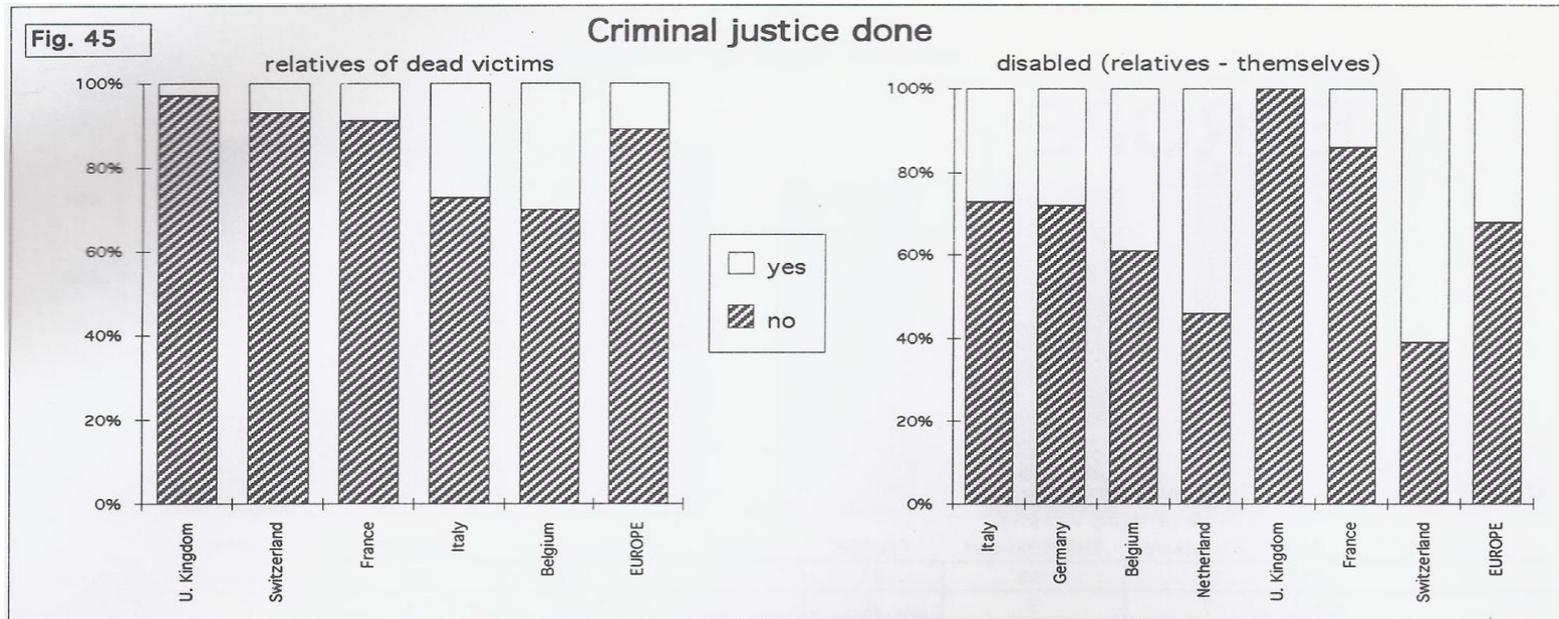
→ **Strict liability law**

→ **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**



# Studies



Dissatisfaction with criminal and civil justice

No legal recognition head injury impairment



FEDERATION EUROPEENNE DES VICTIMES DE LA ROUTE  
EUROPEAN FEDERATION OF ROAD TRAFFIC VICTIMS

**IMPACT OF ROAD DEATH AND INJURY**

Research into the principal causes of the decline in quality of life & living standard suffered by road crash victims and victim families

**PROPOSALS FOR IMPROVEMENTS**

## 'My life after the crash'

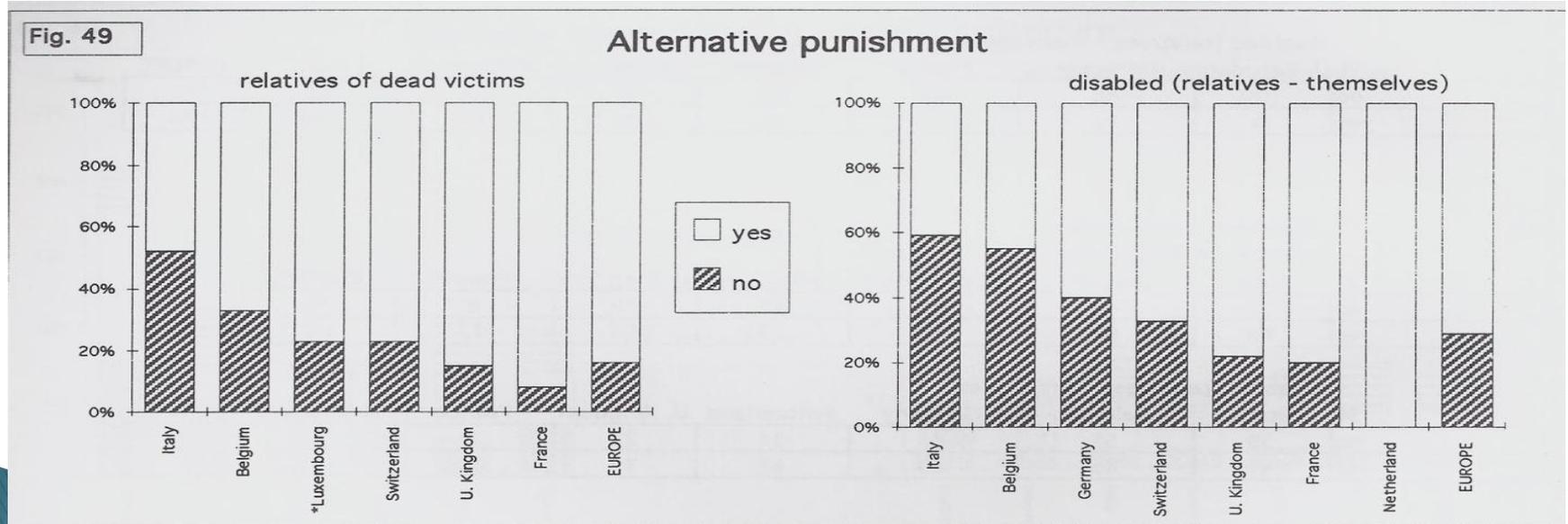


An exploratory international online survey on medical, psychological, social and economic consequences of serious road injuries

- ▶ 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?



Takes one life every 25 seconds\*

Drive Safe

The  
Frontier Post



## The Victims' Rights Directive What does it bring?

Factsheet | February 2017

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

# NGO Brussels Declaration (May 2009)

Recommendations on:

- ▶ ▪ **Collision investigations** and importance to prevention
- ▶ ▪ **Civil compensation** for vulnerable road users (Strict/Presumed liability)
- ▶ ▪ Proportionate and deterrent **legal response** (criminal prosecution)

# Justice and Post-Crash Response

## concept note ( Brasilia Nov. 2016 )

- ▶ 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**



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

*Marcel Haegi, 2002 FEVR founder and 1. president*

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 Strategy 2016–2020

## 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





Fédération Européenne des Victimes de la Route  
European Federation of Road Traffic Victims



Learn from  
yesterday,  
live for today,  
**hope for  
tomorrow**

-Einstein-

# FEVR



FEVR  
3, op der Héicht L-7651  
Heffingen LUXEMBURG  
Web: [www.fevr.org](http://www.fevr.org)  
Email: [president@fevr.org](mailto:president@fevr.org)

Fédération Européenne des Victimes de la Route  
European Federation of Road Traffic Victims



\* Members for over 20 years

Collaborating partners: SCID, Scotland Drogaibezpieczenstwo, Poland Azpt, Bulgaria

FEVR has consultative status (roster) with the UN Economic and Social Council  
UN Road Safety Collaboration Forum Member, ETSC and Global NGO Alliance board member