

Manifesto for MEPs elections 2019

Brussels 15. May 2019

Recently the European commission has published the 2018 figures for road deaths and serious injuries in the European Union. In 2018, there were around 25 100 fatalities in road crashes in the EU 28. With an average of 49 road deaths per one million inhabitants, this confirms that European roads are by far the safest in the world. But it also shows we are off track to reach our target of halving the number of road deaths by 2020.

FEVR as the voice of European Road Traffic Victims since 1991 asks you as future MEPs to put this 10 main road safety issues in your mandate's priorities.

1. It's not an accident!

Road safety is a shared responsibility. Reducing risk in the world's road traffic systems requires commitment and informed decision-making by the EU bodies. Road traffic crashes are predictable and can be prevented. That's why we demand to use crash or collision, not an accident.

2. Pedestrians

Pedestrians killed represented nearly 21% of all road deaths. Millions of pedestrians are non-fatally injured – some of whom are left with permanent disabilities. The key risks to pedestrians are well documented, and they include issues related to a broad range of factors: driver behaviour particularly in terms of speeding and drinking and driving; infrastructure in terms of a lack of dedicated facilities for pedestrians such as sidewalks, raised crosswalks and medians; and vehicle design in terms of solid vehicle fronts which are not forgiving to pedestrians should they be struck.

3. Cyclists

Cyclists are generally unprotected and are vulnerable in traffic. A lack of safe cycling routes is a key reason for the injuries. Improving cycling infrastructure is a key way of making it safer to cycle. These routes should form networks that are useful, joining places where people live and work, as well as giving access to public transport. As active travel is being encouraged for health, environmental, congestion and other reasons, the safety of cycling is a must for the new EP's road safety measures and must be addressed urgently.

4. Active mobility

In the last few years the use of pedelecs in Europe has been increasing and is expected to continue growing especially for use on longer journeys and by older riders. There are more powerful Speed Pedelecs (S-Pedelecs) and power-on-demand eBikes as well as quadricycles, e-rollers, unicycles, cargo bikes used for carrying children and scooters using public roads. The EP should give recommendations and develop regulations how these new e-mobiles should be used not to put in danger other vulnerable road users, such as pedestrians and among them especially children, elderly and people with reduced mobility.

5. Multi modality - mobility of the future

The European Union must aim for the highest standard of safety for automated vehicles that they drive at least as well as the safest drivers on today's roads. Setting up harmonised regulatory framework would be an essential precursor to the deployment of automated driving. The General Safety Regulation⁵ for motor vehicles proposal already includes a provision which would allow the Commission to set out the specific test procedures and technical requirements for the type approval of automated vehicles. The future of mobility is also a multi modal shift where all forms of mobility are completing each other – walking cycling and public transport should no longer be considered as a secondary way of moving people.

6. Road danger reduction programs

The EU has adopted a new target to halve serious injuries by 2030. Priority measures for reducing serious injuries include action in urban areas as here they occur frequently. This could include adopting EU guidelines for promoting best practice in traffic calming measures. The new MEPs should work on development of a coherent and comprehensive EU regulatory framework for Road safety. Set EU guidelines for promoting best practice in traffic calming measures, based upon physical measures such as roundabouts, road narrowing, chicanes, road humps and techniques of space-sharing, to support area-wide urban safety management. The EU should also aim to improve the quality of licensing and training systems, with a focus on young novice drivers.

7. Law enforcement and safety regulations

Encouraging Member States to set up and implement a demerit point system which includes a set of fixed penalties for at least the eight major road safety related offences included in the CBE Directive 2015/413. Adapting existing EU mutual assistance procedures to deal with cross border road traffic offences. Recasting the Framework Decision 2005/214 to include civil/administrative offences as this would provide an important final part in the enforcement chain. Zero tolerance for drink and drug driving by adopting common standard for roadside drug and drink driving enforcement being in the form of a new EC recommendation.

8. Post crash response

Medical care, investigation and justice are the three key issues for the post – crash response! All European Member States should offer equally high standards of rescue, hospital care and long-term rehabilitation following a road collision. The European parliament should encourage EU Member States to develop effective emergency notification and collaboration between dispatch centers, fast transport of qualified medical and fire/rescue staff, liaison between services on scene, treatment and stabilisation of the casualty, and prompt rescue and removal to an appropriate health care facility.

9. We Live Vision Zero

The FEVR We Live VISION ZERO program was born at the World Day of Remembrance for Road Traffic Victims 2017 ceremony in Slovenia. The FEVR We Live VISION ZERO program emphasizes the personal responsibility of every world individual in the world's safe road system. By issuing a certificate on the basis of the activities and programs implemented by its members and other organizations, which authorize them to promote those activities within their respective countries. The program's main goals are:

- to eliminate the causes of the road crashes
- to offer help and support to road crash victims (post-crash response)
- to encourage personal contribution of each individual as a person, family member, employee, resident, citizen etc.

10. World Day of Remembrance

The World Day of Remembrance for Road Traffic Victims (#WDoR), FEVR initiated this day 25 years ago is commemorated on the third Sunday of November each year – to remember the many millions killed and injured on the world's roads, together with their families and many others also affected, as well as reflect on the tremendous burden and cost of this daily continuing disaster. European commission supports this event and it was also included in the Parliaments Road Safety Report 2010-2020 (12. Calls on the Commission and Member States officially to recognise the third Sunday in November as the World Day of Remembrance for Road Traffic Victims, as the United Nations and World Health Organisation have already done, in order to raise public awareness of this issue) we would like to ask you as MEPs to continue to support it.

The decisions of the European Parliament legislative proposals on improving road safety and their further implementation and the development of new legislation in this area will be in the hands of newly elected MEPs over the period 2019-2024. The European Union has a real power to change lives for the better, to improve the situation of all road users across the Member States and beyond. The 2019 elected European Parliament's members must show new leadership. It must be coherent and comprehensive in its actions, with a long-term vision for all road users which turns rights into reality, and which looks at future reform to develop new innovative and cutting edge approaches to road safety, victims' support and justice.