



UNECE Conference on Improving Road Traffic Safety  
in South-Eastern Europe, Halkida, June 2009

## **Setting Road Traffic Casualty Reduction Targets - sharing best practices and know-how**

Brigitte Chaudhry  
President FEVR  
Founder & President RoadPeace (UK)

# European Federation of Road Traffic Victims (FEVR)

- Founded in 1991 in Geneva, UN consultative status
- 24 member organisations from 17 countries (14 EU) – co-operation and best practice exchanges between national associations
- Associate organisations worldwide
- Collaboration with many stakeholders

Main aims of member organisations:

- to offer support and advocacy for road crash victims
- to advocate for road danger reduction

- Greek member organisation Efthita; new organisation 'Kostas Kouvidis – You are what you do' joining
- Two FEVR assemblies in Athens and one in Rhodos

# 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 govts.
- Victim organisations compelled to fill void

# Some Activities

- Ongoing assistance to victims – through a helpline, written information, case assistance, etc.
- Regular events – conferences, seminars, lectures, special days or weeks; August Road Victim Month by RoadPeace (UK)
- Response to relevant Govt. consultations and inquiries
- Ongoing monitoring of the services for victims and their needs
- Campaigns – on road victim treatment, lack of justice, road danger issues

# From presentation to WHO in 2003

## Requirement

- DOH priority for this public health issue
- Use of hospital, not police data
- Improvement of trauma management
- Far greater access to rehabilitation
- Research into effect on bereaved
- Post crash care to be included in the Government's Road Safety Strategy
  
- Coordinated Strategy by the Dept for Transport, Home Office, Dept of Health, Dept of Education, Dept of Pension & Work: -
- The Reduction of road danger, of road deaths and injuries and injury severities, impact on health, occupation and life – need to be the joint concern of all above departments at all times
  
- Way Forward with help from WHO
- \* Usage of more appropriate terms - road violence, causing grievous injury, killing
- \* Criminal justice to be considered a deterrent
- \* Hospital and post hospital treatment/rehabilitation included
- \* Effect on the bereaved recognised
- \* Work of victim charities valued and funded

# Examples of past campaigns by victim NGOs

- Study of facilities for pedestrians
- Commandments for courtesy at wheel
- Call for ethics in all related professions
- Citizen car
- Reduction of alcohol limit
- Testimonies to learner drivers
- Law change – to have the death mentioned in the charge
- Strict liability legislation
- Black boxes/data recorders
- 20mph speeds: “good for children, cyclists and the planet
- Under-reporting

# Post crash issues to be included in road safety strategies

- Investigation – to consistent standards – minimum national, eventually international
- Criminal proceedings to bring justice
- Fair and just civil proceedings and thus damages  
Strict liability laws to apply to vulnerable road users, removing the burden of proof from them
- Medical pre- and post hospital and longer-term care (physical and psychological) to consistent standards
- Same support services for road crash victims as for other victims

# Global NGO meeting 7-8 May in Brussels, organised by WHO

- 70 road victim and road safety NGOs from 40 countries
- 75% set up by victims
- Declaration from NGOs for the Moscow Ministerial conference



# 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
- Thorough investigation of crashes to identify all causes and apply all measures to prevent their recurrence (make use of existing research and lessons from other countries)
- Early rehabilitation to prevent trauma
- An effective, proportionate and dissuasive legal response to road law breaking and causing death and injury
- National situational reviews - to establish and 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

## 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 3<sup>rd</sup> Sunday of November – with main focus on remembrance
- A national memorial to road crash victims in the capital city of every country
- International Coalition Against Road Trauma ICART