

# **European Federation of Road Traffic Victims**

## **Fédération Européenne des Victimes de la Route**



## **Challenge**

## **Post Crash Response**



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European Federation of Road Traffic Victims



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

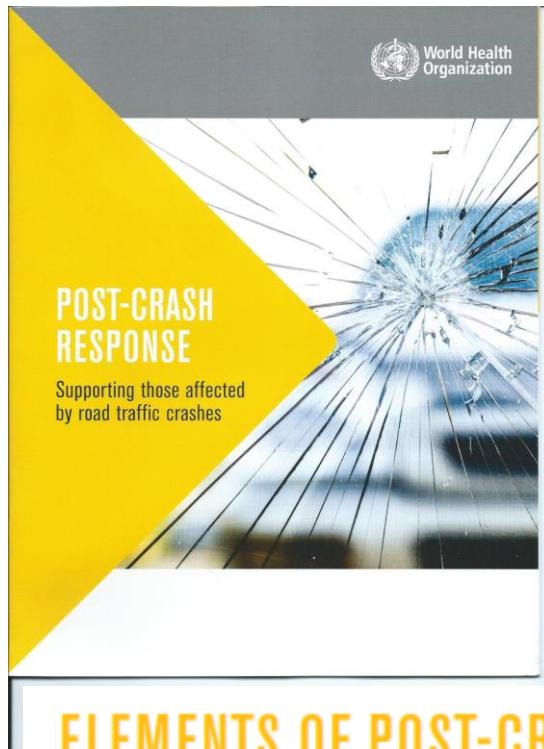
FEVR has consultative status (roster) with the UN Economic and Social Council  
UN Road Safety Collaboration Forum Member, ETSC and Global NGO Alliance board member

# Post Crash Care / Response



How a country responds to road death  
and injury indicates the importance  
it accords road safety

# WHO Booklet for WDR2016



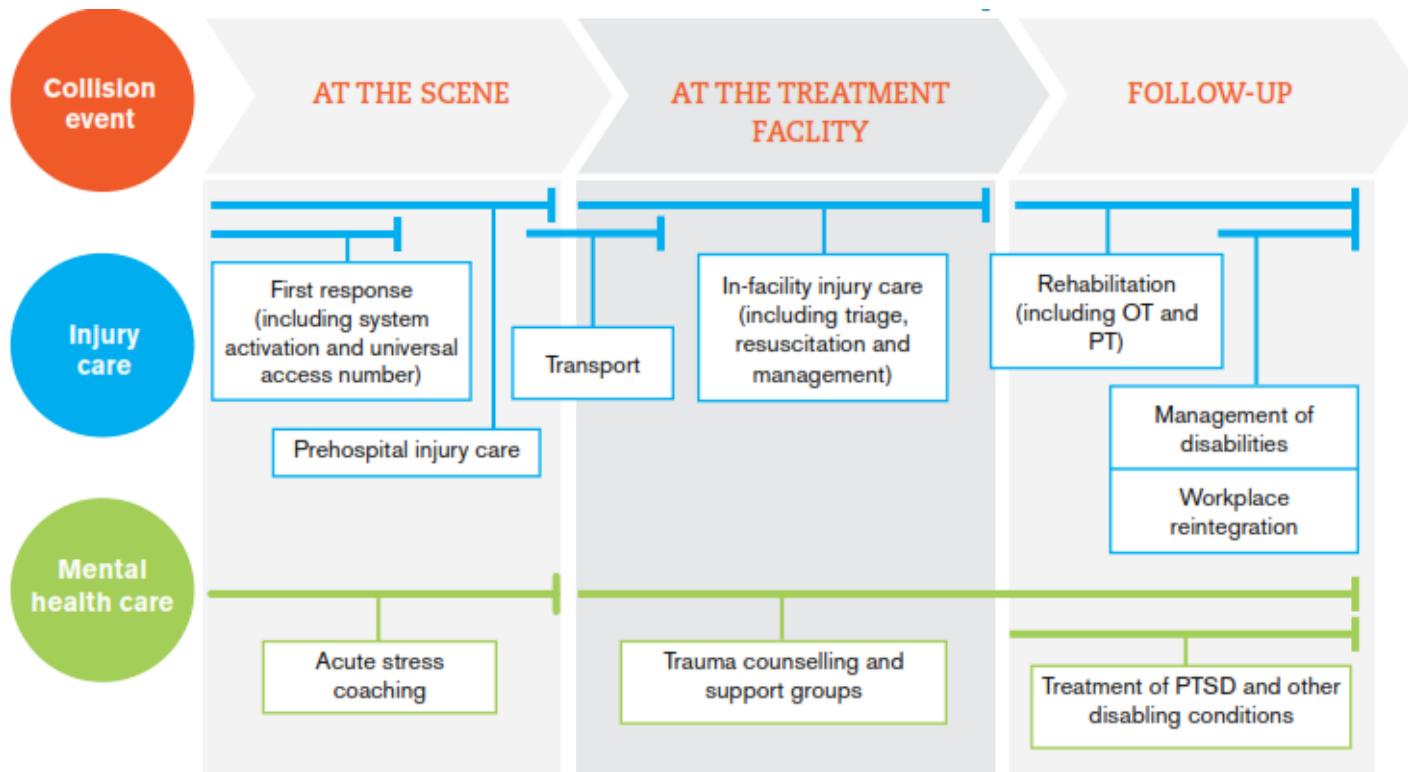
## ELEMENTS OF POST-CRASH RESPONSE

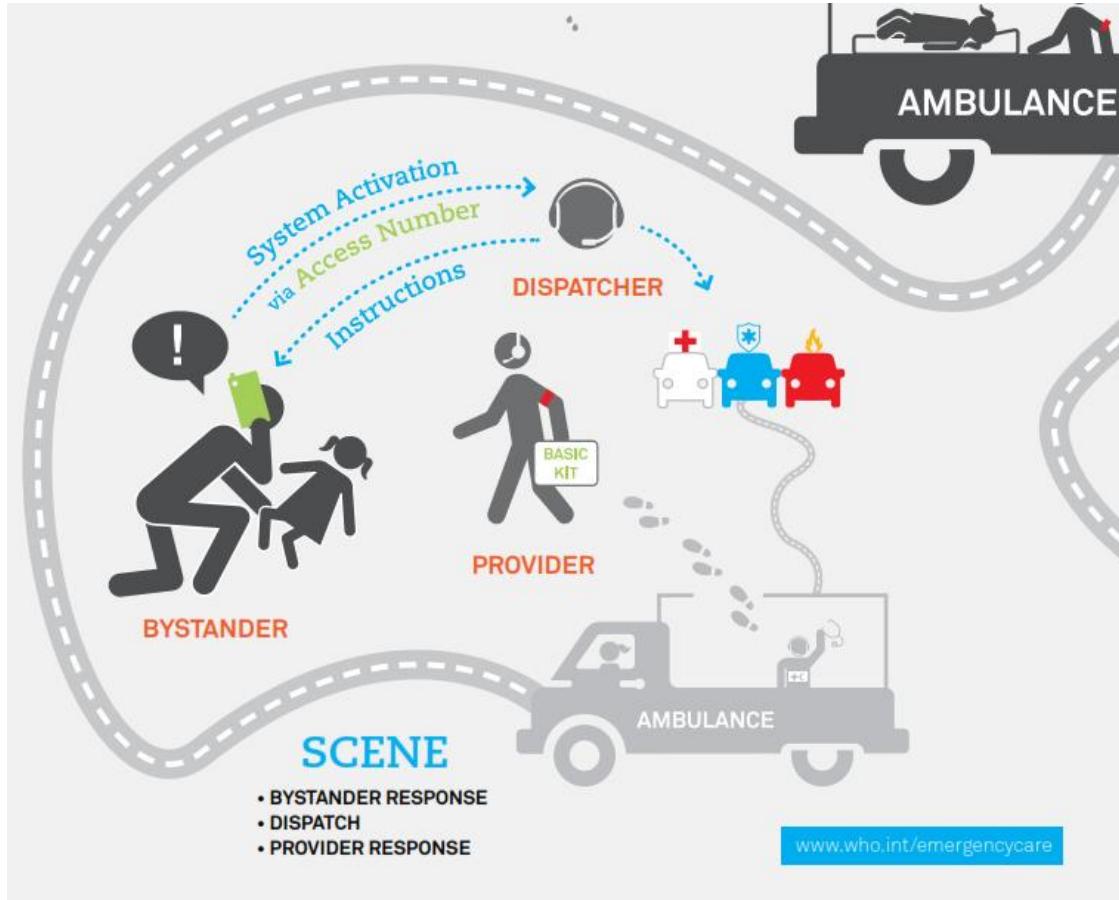
Pillar 5 promotes the improvement of health care and other systems to provide the key elements of post-crash support: emergency care and rehabilitation for injury, mental health care, legal support, and data on crashes and injuries

## CONCLUSION

Survivors and families affected by road traffic crashes have a range of physical, psychological and legal needs. An effective post-crash response integrates injury care, mental health services, legal support, and legislation with systematic collection of data on crashes and injuries. The goal of Pillar 5 is to reduce the impact of road traffic crashes, to ensure appropriate legal process, and to facilitate recovery of those affected.

# EMERGENCY CARE SYSTEMS TO ENSURE TIMELY CARE FOR THE INJURED





Children benefit from timely and high-quality injury care more than any other group.

## REHABILITATION AND RE-INTEGRATION

## PSYCHOLOGICAL SUPPORT LEGAL SUPPORT AND LEGISLATION

# Message OMS Journée Victimes 2016



# Why is effective PCC important

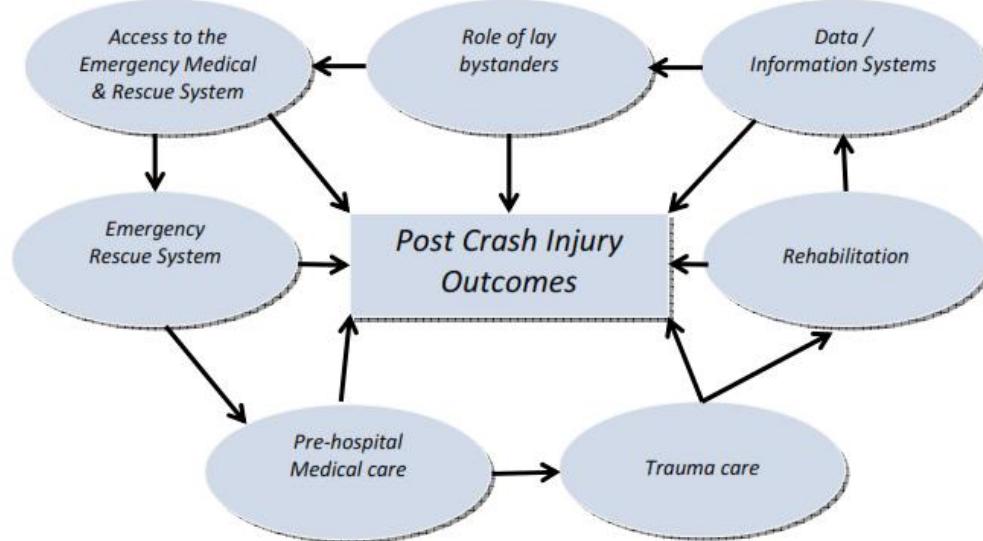


Figure 2: Adapted from SafetyNet (2009) – Post Crash Care Report

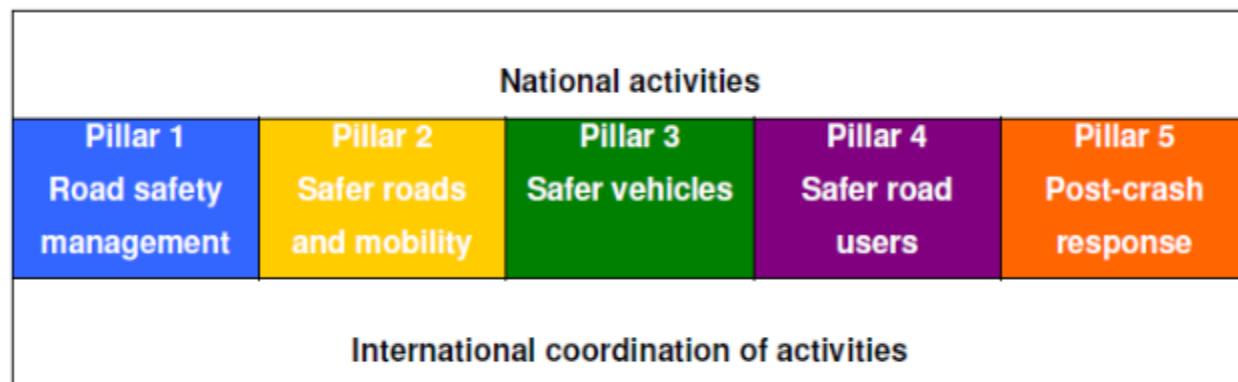
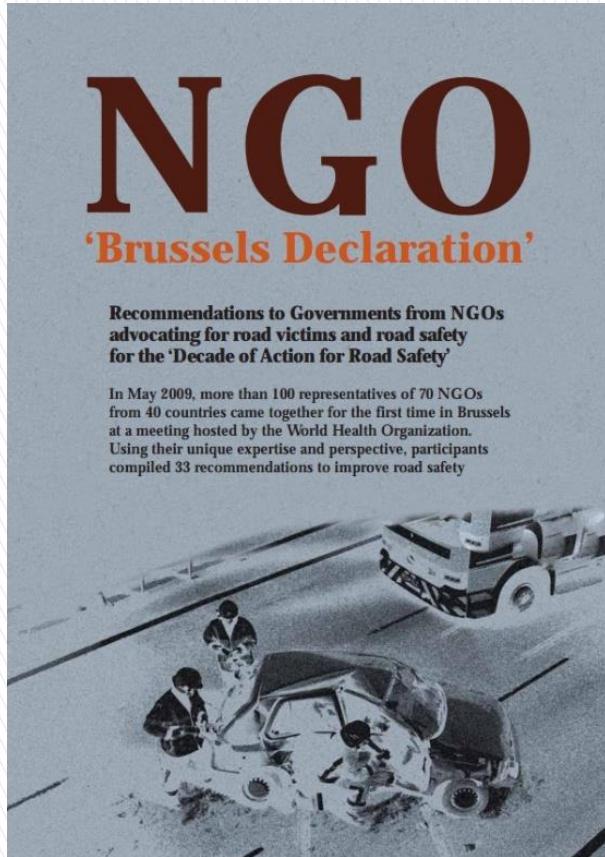


Figure 3: The Five Pillars of Road Safety – WHO

# Serious Post Crash Response



PRI was also 1 out of 70 NGO signatories

=vital road safety component:

Once a fatal or injury crash has occurred, two // are crucial :

- ▶ – a thorough investigation, followed by measures to prevent a recurrence and fitting criminal and civil proceedings where appropriate, and – to limit its potentially devastating consequences
- ▶ – immediate short-term rescue interventions and longer-term rehabilitation.

–priority be given to improving emergency services and the immediate post-crash response (golden hour), and a global emergency telephone number established,

## 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

Fig. 2

### Adequate initial support



*The objective of the latest enquiry was to determine the causes of victim families' substantial drop in both quality of life and living standard and to propose administrative and legislative improvements.*

Fig. 3

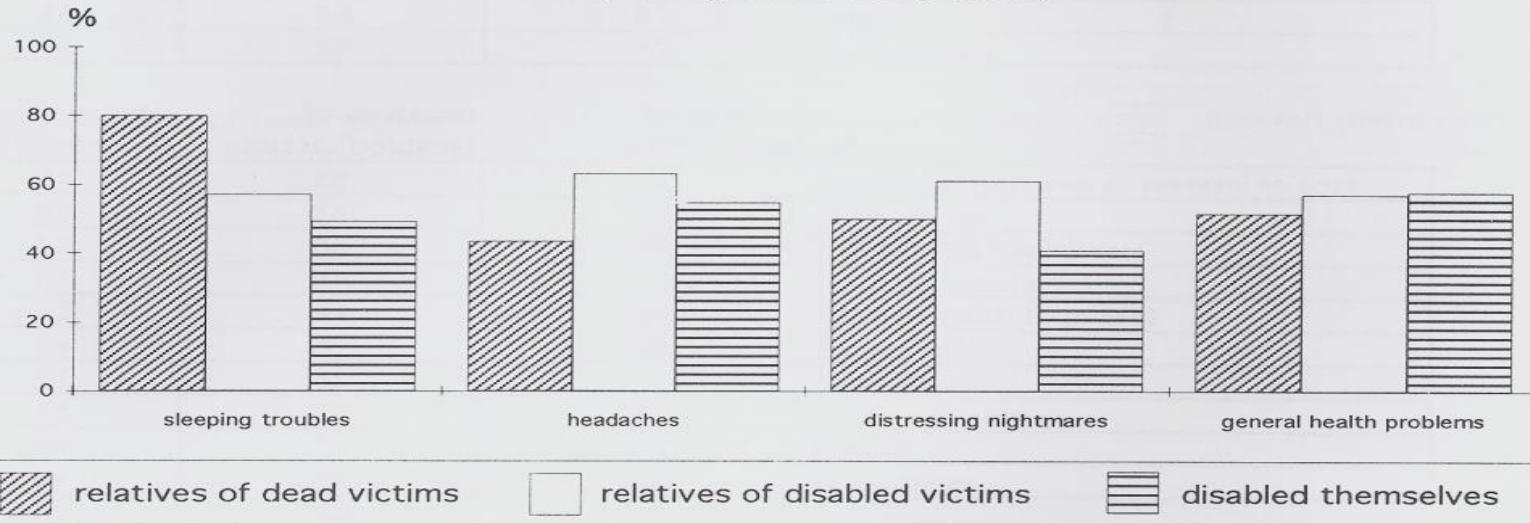
### Best initial support



**Emergency/Hospital staff**

Fig. 25

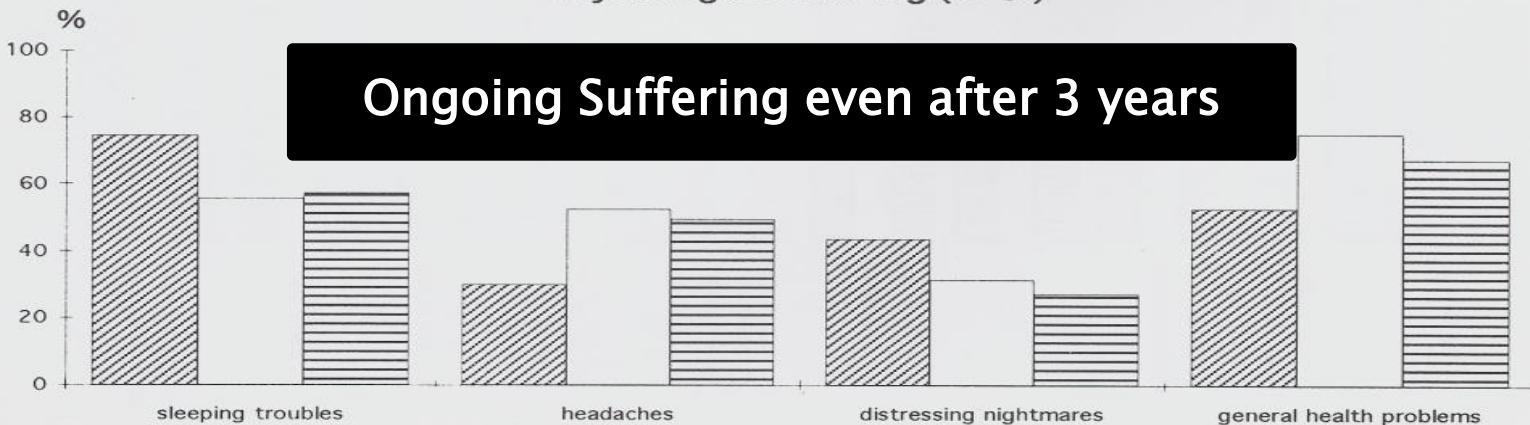
Psychological suffering (0...3)



relatives of dead victims      relatives of disabled victims      disabled themselves

Psychological suffering ( > 3 )

Ongoing Suffering even after 3 years



# Conclusions

Information given is totally inadequate

Need of considerable emotional, practical and legal support

Dissatisfaction with criminal and civil justice

No legal recognition head injury impairment

# Proposals

**Create public Centers for free support & financial support to Victim Associations**

**Require Insurance companies to provide immediate advance payments**

**Treat certain violations as premeditated criminal offences**

# ‘My life after the crash’



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

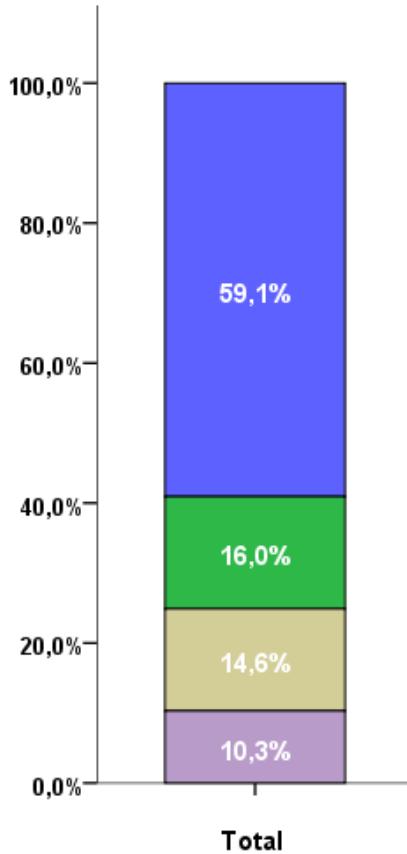


# Objectives

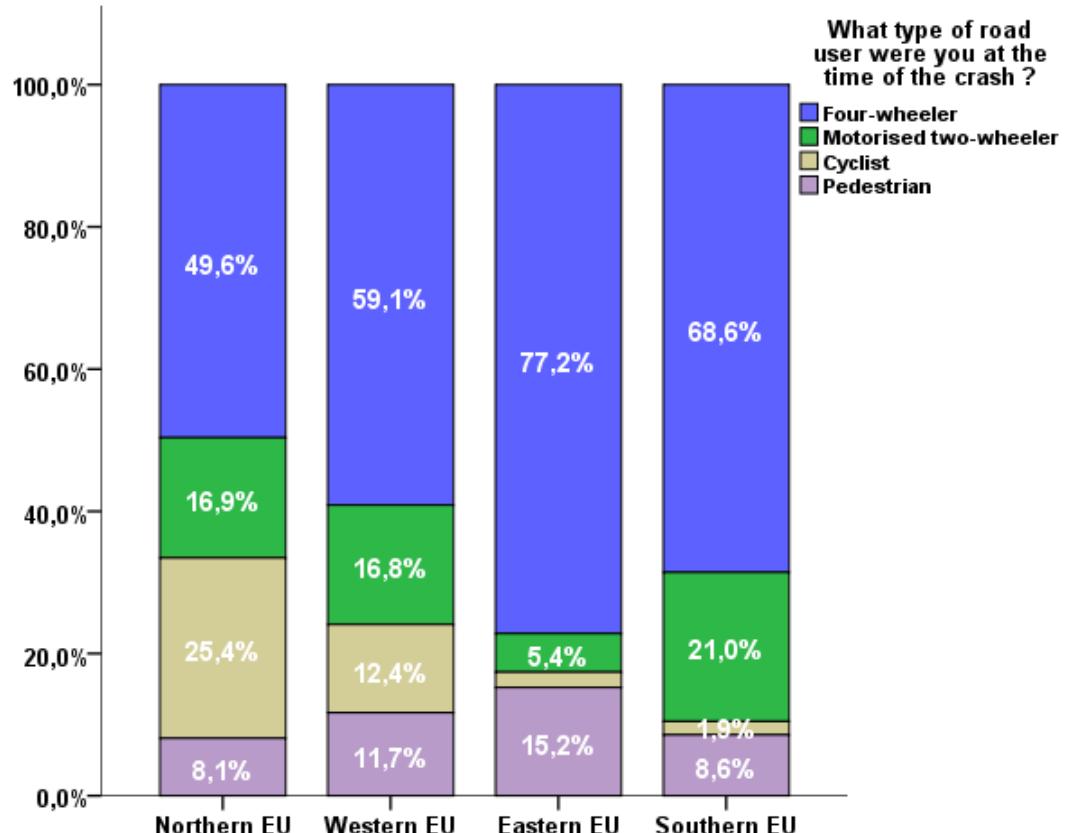
- ▶ Direct
  - Collect, analyse and synthesize information on the **medical, psychological, economical and social** impact of being a traffic victim
- ▶ Indirect
  - Understand better how victims of road crashes could be better supported

# Sample composition by region

## ► Road user type



$\frac{3}{4} = \text{Cars} + \text{Motorbikes}$



$\chi^2, p < .001$

# Consequences

**Almost 80% of people seriously injured in road traffic crashes never recover fully**

## Head injuries

60% suffers from post-traumatic stress disorder  
Of the victims who stayed in hospital for longer than 7 days, 70% also suffered from major depression afterwards. This shows that the psychological toll is high and should not be underestimated.

# Conclusion

- ▶ MyLAC clearly demonstrates that the effects of a road traffic crash are not limited to material and physical damage alone.
- ▶ The victims of road traffic crashes and those around them continue to bear the **psychological and financial effects** of a crash, often for the rest of their lives.
- ▶ *Many of the findings confirm those collected in the FEVR Blue Book 1997*

# RECOMMANDATIONS

- ▶ Road traffic injuries are increasingly considered as an additional indicator for road safety policy making. Until recently, road traffic mortality was the sole preoccupation of decision makers and little effort have been made – both in term of prevention and intervention – to reduce the impact of road traffic injuries.

# Revive Exchange best practice between stakeholders.



**Improving Post-collision Outcomes by sharing best practice in Emergency Medical Service and Rescue/Fire Service in Europe**

5 country round tables in 5 different regions of Europe. – publication and dissemination of 5 case studies outlining 5 best EMS or/and RFS practice examples;

A video reportage explaining the importance of efficient EMS and RFS when saving lives;

**A final international conference in Brussels.**

# 1st Roundtable in Helsinki 12.4.2017



# FEVR Strategy 2016–2020

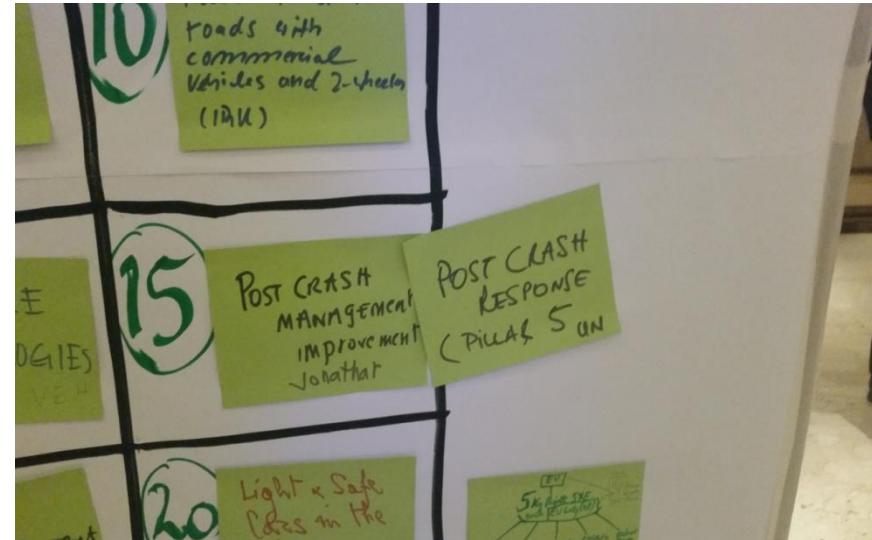
## Objective 3: Post Crash Response

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

Campaign with ETSC, TISPOL, BRSI, Eurocare and other international organizations, including WHO, to research all post-crash response areas. Encourage research and development into improving post crash response



# Valetta Minister Declaration 28.3.2017



- i) ensure the effective deployment of the e-Call system and reduce rescue times;
- j) continue developing measures to ensure post-collision care, early rehabilitation and social reintegration of road traffic accident victims, in cooperation with the relevant public policy stakeholders, in particular with those representing road traffic victims;

# Message from WHO for WDR 2016



shukraan Thank you شکرا

