European Federation of Road Traffic Victims

Studies about the consequences of crashes
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
1. Objectives of the enquiry

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. 2

Adequate initial support

80%

relatives of dead victims
disabled (relatives - themselves)

NO[] YES[]

Fig. 3

Best initial support

Hospital staff

police emergency service mortuary staff coroner

relatives of dead disabled (relatives - themselves)
Fig. 12  Satisfied with dealings with insurance companies

- Relatives of dead victims
- Disabled (relatives - themselves)

Fig. 13  Satisfied with damages offered

- Relatives of dead victims
- Disabled (relatives - themselves)

Fig. 50  Satisfied with dealings with insurance companies

- Relatives of dead victims
- Disabled (relatives - themselves)

Italy & Luxemburg  Switzerland  Belgium
Head injury victims still suffer from:

(0...3)

- relatives of disabled victims
- disabled themselves

(> 3)

- relatives of disabled victims
- disabled themselves

%

loss of memory/concentration
inability to perform normal tasks
language disorder

Fig. 24
Fig. 25

Psychological suffering (0...3)

%  

sleeping troubles  

headaches  

distressing nightmares  

general health problems

relatives of dead victims  

relatives of disabled victims  

disabled themselves

Psychological suffering (> 3)

Ongoing Suffering even after 3 years

%  

sleeping troubles  

headaches  

distressing nightmares  

general health problems
Fig. 44
Informed about helping organization
relatives of dead victims

No

disabled (relatives - themselves)

No

Fig. 43
Informed about legal rights
relatives of dead victims

No

disabled (relatives - themselves)
Fig. 55
Useful to appoint a lawyer
relatives of dead victims

yes
no

disabled (relatives - themselves)

Fig. 18
Not gone to court because

33%
37%
30%

unfavourable law
stress
legal fee
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

Review Level of Compensation

Require Insurance companies to provide immediate advance payments

Justice System centres on the accused

Treat certain violations as premeditated criminal offences
‘My life after the crash’

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

- Project: to conduct an online survey in several European countries on the impact of being (severely) injured in a traffic crash

- Study coordinators
  - BRSI & FEVR

- Relevant partners
  - Road victims associations
  - Patient organizations (brain injury, trauma, ...)
  - Road and Road safety organization with emphasis on victims support
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**
Methodology

Inclusion criteria
- Age: 16 years and older
- Post crash injury
- Traffic modalities: all
- Type of crash: all
- No matter when the crash happened (recently or years ago)

Dissemination
- From may the 4th until September the 16th
- Approximately 40 partners within 21 countries (from EU for most of them)
Topics covered

1. Circumstance of the crash
2. Insurance claims (and criminal justice proceedings, if applied)
3. Medical consequences
4. Psychological consequence
5. Treatment, support and public health
6. Impact on the social, relational, family life
7. Impact on the professional life (for students: also on education), economic and financial
Sample size by country/region

- Wide difference between countries
  - Partners’ involvement: some paid for participation, other barely published the survey link
Sample composition by region

- Gender

\[ \chi^2, \ p < .001 \]
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.
Almost 80% of seriously injured victims never recover fully

- Road traffic crashes also leave behind traces for the victim on a work–related level. More than half (54%) of people seriously injured stay at home for longer than 3 months. A little over one–third (34%) were forced to cease their employment or studies.

- A seriously injured victim out of 5 loses more than 1000 euros per month
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
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.
MyLac Launch in India

My Life After the Crash – MyLAC Project

MyLAC INDIA

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