

## Victim support / Victim Avoidance by Deceleration



**Conference: Münster 26.7.19 13.00 – 18.00 DHPol German Police University**

Timetable	Content	Speaker
13:00	Registering	FEVR / VOD
13:30	Welcome	DHPol (Heinz Albert Stumpfen) VOD (Wilfried Echterhoff / Chairman)
	<b>A) Post Crash Response</b>	
13:45	1. Session: REVIVE	Kaja Kobal FEVR
14:00	2. Session: Victims of Traffic Offences	Joke Castelein Rondpunt
14:15	3. Session: Emergency care for road victims in Germany	Jaqueline Lacroix DVR
14:30	4. Session: IRVP study about Road Death Investigation	Donna Price IRVA/IRVP
14:45	Panel Discussion with Q & A	
15:15	<b>Coffee break</b>	
	<b>B) Speed / Deceleration ROUNDTABLE</b>	
15:45	Speed Limits in Europe / Current debate in Germany	Wulf Hoffmann/ VOD
16:15	Position of the ETSC	Frank Mütze (by video)
16:30	Position of the DUH (Environmental Action Germany) Speed limits for climate protection	Dorothee Saar / DUH
16:45	Cyclist perspective (& Monuments)	Dr. Petri /Changing Cities
17:00	Speed enforcement Speed influence /Dialog Display	Felix Schuster / RTB
17:30	Discussion / Presentation FEVR "Manifesto Speed"	Jeannot Mersch FEVR Wulf Hoffmann VOD
	<b>Moderator:</b> Banita Fidyova FEVR policy officer	

## A) Post Crash Response

### 1. REVIVE Kaja Kobal FEVR communication officer



The REVIVE is an ETSC project aimed at improving post-crash care provided by EMS ( Emergency Medical Services) and RFS (Rescue and Fire Service ). There were roundtables in five different regions of Europe, which brought together experts from both the health, fire/rescue and the transport sector. The final conference was in Brussels last June. More: <https://etsc.eu/projects/revive/> Kaja was invited to the last round table in Dublin last May and had presented the project at the Global Alliance meeting in Chania.

### 2. Victims of Traffic Offences Joke Castelein Rondpunt



The EU project 'Victims of road traffic offences' was run by Rondpunt, University of Leuven Criminological Institute and Moderator with the financial support of the EU Justice Program. On the Rondpunt webpage ([rondpunt.be](http://rondpunt.be)) you can find information about your rights if you have suffered physical, mental or emotional harm or economic loss or lost a family member, due to criminalised behaviour on the road. Joke is General Coordinator at Rondpunt vzw. And was the Project coordinator of this project.

### 3. Emergency care for road victims in Germany Jacqueline Lacroix DVR.



Jacqueline Lacroix International Relations and Traffic Medicine at DVR (German Road Safety Council) contributed also to the Revive project. She is member of several working groups for post crash care in Germany and member of ETSC main council. She is also lobbying and networking in the field of road safety and coordinating DVR's committee for traffic medicine. Beside being invited as speaker at conferences and participating in EU funded projects she is also known for giving international advice on these issues

### 4. IRVP study about Road Death Investigation Donna Price IRVA



Donna is Board Member of Road Safety Authority Ireland, Founder & Chair Irish Road Victims' Association, Founder & Co Chair International Road Victims' Partnership, a member of the UN Road Safety Collaboration (UNRSC) This online survey was intended to find out how investigation after a road crash is done in different countries and what could be best practices.

## B) Speed / Deceleration ROUNDTABLE

### 1. Speed Limits in Europe / Current debate in Germany Wulf Hoffmann VOD



Wulf Hoffmann is Founding Member of the German Federation of Road Traffic Victims (VOD) and Executive Board Member for International Affairs and Road Safety, Member of the Commission for Road Safety of the German Police Union (DPoIG), Vice-President of the Road Safety association, Landesverkehrswacht Saxony-Anhalt (LVW LSA), Member of the Executive Committee "Traffic Engineering" of the German Road Safety Council (DVR) Member of the Road and Transportation Research Association (FGSV) Freelance lecturer in road safety - especially for road safety during road works (DEKRA / LVW/ SIKOSA)

### 2. Position of the ETSC (European Transport Safety Council) Frank Mütze



Frank joined ETSC in 2017. He works on policy, notably connected and automated driving, and on the [LEARN! project](#) on traffic safety and mobility education. He previously worked as a policy analyst at an EU regulatory monitoring service.

### 3. Position of the DUH (Environmental Action Germany) Speed limits for climate protection



Dorothee Saar, Head of Traffic and Air pollution Control

### 4. Cyclist perspective (& Monuments) Dr. Denis Petri Changing Cities



Dr. Denis Petri is board member of Changing Cities e.V. (<https://changing-cities.org>) and co-founder of the initiative for the national memorial to road casualties. He studied chemistry and historical urban studies and was one of the main organizers of Berlins bicycle referendum initiative. His main fields of expertise are political communication and organisation and urban planning.



**Moderator: Banita Fidyova, FEVR Policy officer**

Banita has a master's degree in law and worked with the Greens/EFA in the European Parliament. She was Secretary General at Bulgarian Association for injured in road crashes. She is passionate about advocating road safety, civic participation and rule of law.

**Saturday 27.7. morning session:**

**1. Helffinder Dr Kerstin Auerbach**



holds a Diploma and a PhD in Psychology from Albert-Ludwigs-University, Freiburg (Germany), and is a qualified psychotherapist specialising in behavioural therapy. Before coming to work at BAST (Federal Highway Research Institute) in 2004, she spent five years as a university researcher and one year as a psychotherapist. Her main research areas are the somatic and psychological consequences of road traffic accidents, the performance of emergency medical services, and linking police and hospital data relating to serious road casualties. Kerstin is head of the working group "Hilfefinder" and initiator of the internet portal [www.hilfefinder.de](http://www.hilfefinder.de).

**2. Front brake light, Bernhard Kirschbaum**



Bernhard Kirschbaum is Board Member of the Bonn Institute for Forensic and Traffic Psychology, which conducted the scientific approach on the topic. [kirschbaum@birvp.de](mailto:kirschbaum@birvp.de)

Given the complex triangular relationship between human, vehicle and environmental factors, progress on traffic safety will have to rely also on a variety of innovations. One of these is a Front mounted Brake Light, that illuminates simultaneously with the rear brake lights and tells on-coming road users that the car is braking. Main benefits are expected to be

- Prevention of collisions in specific situations,
- Reduction of the severity of accidents by its warning function,
- Road user communication issues (esp. with electric and / or highly automated vehicles),
- Reduction in stress whilst driving.

The idea was already proved to have positive effects in a laboratory study as well as in a field study at Berlin-Tegel airport. The Front Brake Light is meant to be an additional, cost-effective and easily implementable means of communication to reduce traffic collisions and to make traffic smoother to all participants – not least in reducing the actual risk to pedestrians. For further information see [www.frontbrakelights.com](http://www.frontbrakelights.com)