

Responses from Wulf Hoffmann

1. *Do you organise an event for WDR in your Country to which families bereaved by road crashes & seriously injured victims are invited?*

As an umbrella organisation for various organisations for victims and road safety, we organise our annual general assembly and a specialist congress to include topics of interest regarding topics of victim support and road safety every year on the occasion to the WDR. The road victim support organisations organised by us are given a particularly invitation, therefore, affected families are of course also present. However, to ensure a high level of participation in the event, it cannot be held on WDR Sunday to ensure a good participation, so it is always pointed out during the moderation why we are holding this event in November, close to the WDR.

2. *Do you attend an annual WDR event in your own Country?*

With the exception of last year's absence due to the pandemic, I was always closely involved in the preparation and implementation of the conference.

3. *What supports have been put in place by your NGO for those affected by road crashes?*

In particular, we would like to refer to the Help Finder website (<https://www.hilfefinder.de/home>), which was set up in cooperation with the German Road Safety Council (DVR, <https://www.dvr.de/ueber-uns/resolutions>) and the Federal Highway Research Institute (BASt, https://www.bast.de/BASt_2017/EN/Home/home_node.html).

We are currently setting up a nationwide emergency telephone helpline for road victims.

4. *How do you feel FEVR NGO members, working together, can improve the needs of the traumatised victims of road crashes and their families?*

The good examples from other victim organisations should be exchanged and adapted where possible and necessary. Cooperation in the field of road safety work leads to a better perception of the larger organisation and in particular of how good the national networking is functioning.

5. *Describe the active role you play in your NGO?*

I am the German representative of the VOD in FEVR and responsible for international cooperation.

- I represented FEVR at three meetings on the occasion of the RIVIVE project and hence also supported the good contact with the ETSC.
- Currently, I am the contact person for FEVR at ERTRAC and, on the occasion of a virtual meeting of the ERTRAC Working Group Road Transport Safety & Security, I made proposals for a study

within the framework of the ERTRAC Safety Roadmap 2021, for which I have also assured my cooperation.

- With RAODPOL formerly TISPOL I held the first talks for the intended study on road crash recording and investigation.
- A first cooperation discussion was also held with PEOPII, and we have assured each other that we will continue to work on cooperation with the new Executive Board.
- On behalf of the FEVR and the German Police Federation (DPoIG), I drafted a statement in the context of the evaluation of the Cross-Border Directive in order to ensure that sanctions can be enforced even better abroad in the future than they are today. Contacts were made with the EU Commission on the occasion of the virtual meeting regarding funding possibilities for the European study.

In Germany, my focus is on road safety work; the concrete victim support - such as the creation of the Help Finder - is mainly carried out by our board members with a background in psychology.

6. *FEVR has not had a traffic police officer on their board so far, therefore your expertise acquired over 40 years would be incredibly valuable to the FEVR Board.*

Thank you very much for the preliminary praise, I will try to fulfil the expectations.

In addition to my police experience, I have been able to gain further experience in the field of road safety work through other voluntary functions. With

- my membership in a road safety commission of the German Police Union (DPoIG),
- my board activities in the Saxony-Anhalt road safety organisation "Landesverkehrswacht Sachsen-Anhalt"
- and on the executive committee for traffic engineering of the German Road Safety Council (DVR),

I am well positioned and networked for various topics.

7. *You write that you also had to deliver the 'trauma message'. What circumstances made this difficult task even more difficult in your experience?*

In my long experience time as an officer of the traffic accident service, we had to personally notify the bereaved relatives. This task was very difficult, especially when children or young people were involved, this task was very difficult, especially since there was no training for this at that time. Later, as a teacher in psychology at the police academy, I was able to teach the first steps in this direction. Today, this difficult task is often taken over by trained crisis intervention teams. A voluntary association working in this sector is a member of the VOD

8. *Re Europe-wide help on the net*

The Europe-wide version with country-specific information you mention here, seems very exciting and just the task for an umbrella organisation like FEVR. It would be ideal if FEVR had member organisations in all European countries. Do you already have some ideas about achieving this one day and if so, how?

The recruitment of new members from all European countries first requires an inventory in order to be able to assess which organisations exist and how they can be acquired for membership or cooperation. On this basis, the board members or individual member organisations that have contact with such organisations should try to persuade them to become members.

9. **Police traffic crash recording and investigation**

Under this topic, you confirm that the fact FEVR's president is always a primary victim gives credibility to FEVR. Please explain in a few words why you think this is important?

I am not entirely sure whether we can or should stick to this premise in the long term with a higher degree of professionalisation of our work. I could have well imagined to win the former Commissioner Violeta Bulc, EU Transport Commissioner 2014-2019, as President for FEVR, but since the approach is that the President himself should be a victim, I loyally support this.

Due to the relevant discussions in the run-up to the upcoming new election of the Executive Board and the President, I wanted to make it clear that I would like to be involved in the work for the association as a Member of the Board but would not be available to run for President

10. *You stress the importance of FEVR not only maintaining the international networks they have been long-standing members of, but of developing and expanding further relevant international collaborations.*

On which such organisations or institutions would you like to represent FEVR?

Based on the networking already done, I could imagine being the representative of FEVR for ROADPOL, ETSC and ERTRAC.

11. *You mention a joint project with RoadPol - for when is this study intended?*

Concrete project planning is not yet possible, as the funding possibilities have not yet been clarified at all. In order to be able to present a study accepted by the ministries responsible at national level, the survey must be carried out in a scientifically accurate manner. In our association, we have founded a scientific advisory board for this purpose, in which expertise from the police, legal and criminal procedure perspectives can be brought in.