

To facilitate the answers I have joined the questions by topic

### **Questions related to World Day of Remembrance for Road Traffic Victims**

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

Do you attend an annual WDoR event in your own Country?

Your CV also states that from 2017 – 2020 you have been the 'Coordinator of the Advisory Council for the World Day of Remembrance for Road Traffic Victims' – please describe your obligations and responsibilities in this role and how you carried them out in each of the 3 years:

2018 – How many meetings/contacts/exchanges? What was shared and with whom? What was the progress from year to year?

2019 - ditto

2020 – ditto

Did the work carried out by you as 'Coordinator of the Advisory Council for the World Day of Remembrance' contribute to greater participation and celebration of the World Day on other continents and how do we know this?

P(A)T has been a member of FEVR since 1993, being one of the first entities to join to work together to improve the rights of victims. Since the beginning of Victims' Day (which later became World Day of Remembrance for Road Traffic Victims) P(A)T has commemorated that day. Throughout all these years, this commemoration has had different formats, with being the victims and their families the central pillar of the commemoration.

For more than 10 years I have been involved in the organization of the World Day event in my country.

In 2017 FEVR decided to create the World Day of Remembrance for Road Traffic Victims advisory council with a representative from each continent. The advisory council was established for 3 years. I had the honour of being appointed coordinator, in which my role consisted of coordinating the different functions and tasks of its members and collaborating in organization and communication.

Behind the WdoR there is a lot of work that is not visible and not easy to measure. Many hours of meetings, sharing ideas, contact decision makers and entities, send emails, search and hire a company for the video, for the design, organize events, etc.

My contribution was especially in 2017 and 2018 since in 2019 I had two serious operations that prevented me from getting involved with the same intensity.

The following is a non exhaustive list of some main achievements to date:

In 2017, among other things, I contributed with ideas for the slogan and official video, contacting the company that made the video (2017), generating an agreement with a sponsor (Example with the Mapfre Foundation in 2017), etc., helping with the WDoR social networks, communication with decision makers and entities, etc.

In 2018 Collaboration in the drafting of the official manifesto, help with the WDoR social networks, answering questions, contact with decision makers and entities, etc. I also co-organized the main event of the FEVR that was organized in Barcelona coinciding with the 50th anniversary of P(A)T.

In 2019 and part of 2020 I was off work due to my operations so I could hardly contribute, however I went to the Geneva meeting to present World Day of Remembrance for Road Traffic Victims at the UNRSC and coordinated several meetings between different entities to specify the main issues related to the commemoration of the WDoR.

I would like to emphasize that FEVR has been the great motor of the initiative of Brigitte Chaudry, promoter of the WDoR. I think we should be proud of FEVR's contribution to raise the voice of victims around the world so that governments listen to victims and assume their responsibility to reduce road crashes. Every year more countries and entities have joined the initiative, helping the victims not to feel so alone in their pain. Once the path is laid out, it seems easy, but it has required the work, involvement, effort and tenacity of many people who deserve great respect.

### Questions related to FEVR

Would you be so kind to share more about your application, such as:

- your interest and motivation for the role
- your qualifications, what you will bring as a board member
- your commitment to FEVR
- your vision, and how to make it happen

Already answered at the letter of acceptance.

What contribution do you plan to offer to FEVR as Board member this time and will your job commitments allow you enough time, especially as you are also on two other Boards already?

Your CV mentions that for more than 4 years you have been 'a Psychological Support Consult' for FEVR as a FEVR board member. What exactly is a Psychological Support Consult? Is this position the same as Consultant?

More than 4 years is a long time – please list at least 10 projects and initiatives carried out by you on behalf of FEVR in this role. How did you share these projects/initiatives with FEVR member organisations and which organisations carried them out? Did your own organisation?

Please describe which of these projects and initiatives were the more successful ones and in what way they offered support to road victims?

How did you gather and then publicise the outcomes of your initiatives and projects?

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

FEVR works to improve the rights of road victims and guarantee a better post-crash response. The title of "Psychological Support Consult" was established to highlight the importance of support to victims, but as you know, the objective of FEVR is not to offer direct support (it offers direct free support through its associations member).

The boards to which I already belong deal with the same subjects -road safety and victim's support-, so they are complementary. An organization works as a team and unites the skills and strengths of each one to enrich the result and improve the objectives set.

FEVR Strategy 2016-2020 in Post Crash Response was to ensure that the post-crash response is included in road safety strategies and programs and that the health and justice system is not forgotten. In this sense we participate in many international conferences, meetings, and campaigns and also organized specialized conference on this issue as for example: PCR-Symposium during the GM of the Global Alliance of Road Victim/Road Safety NGO's in Kuala Lumpur, ETSC's "Revive" project conference in Madrid, inauguration of the Marcel Haegi National Centre for Assistance to Road Traffic Victims organised in Rome. Organization of ROAD SAFETY, ROAD VICTIMS AND MASS MEDIA conference hosted in Barcelona where FEVR presented the joint FEVR-P(A)T manifesto of good practices for journalists. Participation at Victim support Europe conferences. Participation at the Post Crash Response in Europe webinar 2020

The strategy also focus on encouraging research and development into improving post-crash response. We participated in VIAS Institute research My Life after the Crash. I helped in the Spanish translation and helped to disseminate it in Spain.

Again is not a non exhaustive list.

### **Questions related to P(A)T:**

Your CV also declares that in P(A)T you are responsible for post-crash response programmes

- please describe some programmes on investigation
- please describe some on criminal and civil legal response
- please describe some programmes on case support
- please describe some on psychological support of bereaved victims
- please describe some on psychological support of injured victims, if different from above

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

P(A)T has several programs: road safety (awareness talks in schools, road safety education programs, etc.) the voice of the victims (demand for legal and regulatory changes to improve the quality of life of road victims and fight for the improvement of their rights), research and a post-crash response program.

P(A)T was the first entity in Spain to integrate road victims and offer them support and help. It has an interdisciplinary team (made up of volunteers and professionals): lawyers, civil and road engineers, social worker and psychologist.

Regarding the post-crash response program: after a first interview, the needs of each person are detected in order to offer individualized support. The services include legal guidance, possibility to make a crash reconstruction, the possibility of accompanying family members to the trial, individual psychological support and grief groups. That is, they are not separate programs, all of these (investigation, civil legal response, case support and support of victims) are part of the post-crash response where we personalize the kind of support based on the person's needs.