



EUROPEAN COMMISSION FOR ROAD SAFETY IN THE ARMED FORCES



DAP Hotel

Minutes

ECRAF CONGRESS 2011

Prague, 23-16th September 2011



The delegates pictured outside DAP Hotel, Prague


Minutes Congress 2011 in Prague (Czech Republic)

Date: 13-16 Sept 2011

Place: DAP Hotel Prague

Participating nations: Austria, Belgium, Bosnia and Herzegovina, Croatia, Czech Republic, Denmark, Germany, Israel, Netherlands, Norway, Poland, Slovak Republic, Spain, Serbia, Sweden, Switzerland and United Kingdom.

Number of participants: 31 persons

Decided subjects:

1. Opening by President
2. Presentation CZ VP (Czech MP)
3. Risk Assessment and operational consequences
4. Presentation on Road Safety within ISR
5. Discussions on risk assessment
6. Crash Testing within SWE AF
7. The use of simulators "consequences and challenges"
8. The use of simulators from a German perspective
9. Discussions and exchange of experience
10. Visit to Vyškov (Czech Military Driving School)
11. General assembly

Management of congress: Colonel Res. Oddvar Haagensen, President ECRAF, Norway.

Management/Organization: LtCol Rostislav VECERA, Major Jan Sevčík and Major Ivo Petřík, Czech Republic

Congress language: English

1. Opening by President (Col Reserve Oddvar Haagensen)

The president opened ECRAF congress 2011 official and welcomed all participants to this years event. He sends his words of thanks to the organizing nation for hospitality and good preparation in the last weeks. The president stated delegates the planned program of the congress as also minor changes were made.

Further more the president welcomed SERBIA who as willing to become a member of ECRAF. The administrative secretary asked the delegates to fill in their contacts as also to check the departure times of their flights, so transport from the hotel to the airport can be arranged according to a planned schedule.

The president referred again to the compact program and asked the briefers to hold their briefing within the allocated time frame. Otherwise the president will, if necessary, interrupt briefings.



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Further note take place that on Friday will be held elections for president and members of the Executive committee. And if nations are willing, that they can still put them candidate for one of the vacant positions. All delegates were given the opportunity to present themselves so everybody would get acquainted with each other.

2. Presentation CZ VP by Col. Master's Jiří Neubauer Ph.D.

During the national presentation a good overview was given by the briefer of how the CZE Mp was established and how it works in its actual state.

Within CZE, MP is responsible for testing the military drivers, also from the military side MP tries to enforce military regulations into national regulations through the ministry of traffic.

The briefing can be found on the ECRAF Website www.ecraf.org

3. Presentation on Risk Assessment and operational consequences by LtCol Einar Eliassen

During the presentation the briefer showed the delegates how the Norwegian Defense has put a procedure for risk assessment. Therefore they have developed a background model. The safety role in risk management is a responsibility for different key persons: commanders, safety officers, G3-S3, ...

Risk assessment is mainly done to prevent accidents, but also to be prepared for unexpected incidents. Therefore the Norwegians advice is to have a proactive approach. By implementing it in there national procedures, they have given the commanders a support tool for making decisions on the ground.

A five Step plan was developed:

Step 1: Identify Risks

Step 2: Assess Risks

Step 3: Develop Plans

Step 4: Implement Controls

Step 5: Monitor Situation

The briefing can be found on the ECRAF Website www.ecraf.org

4. Presentation on Road Safety within ISR by Major Ron YUVAL

During the presentation the briefer informed the ECRAF delegates about how Israel is dealing with risk management. Also he gave an update on the projects within ISR, like the guardian angels.

During his briefing the delegate mentioned a software that is able to reconstruct accidents. During the test case the have held on a particular case, they used the system to prove if the statements of the driver were correct or not.

The briefing can be found on the ECRAF Website www.ecraf.org



5. Discussions on risk assessment

After have seen the presentation, the UK stated that they have a process in place where for a transport mission, a 2 star officer signs the order. If/when something happens, they have specialized teams that will investigate the incident. After the report has been made, it will be send back to the 2 star officer. This results in the fact that the chain of command is always aware of the situation.

Both countries (NOR & ISR) have developed a template to make a risk assessment. Because there seems to be a need for a standardized document, a working group could/will be established to develop a standardized form that will be presented during the next Congress 2012 in ESP. This will be further looked at during the Executive committee in SWE.

6. Presentation on Crash Testing within SWE AF by Johan Pihlström

In the years 2010-2011 the SWE AF has preformed some crash testing about risks for fully equipped soldiers in vehicles. During the testing they have discovered that the risks for the human body are quite severe, even with incidents that happen at low speeds. A good adjustment of the equipment can lower the risks on injuries.

The briefing can be found on the Ecrاف Website www.ecraf.org

7. The use of simulators “consequences and challenges” by Col Engineer Jaroslav Král

During the presentation the briefer gave us an insight in the Czech procedures concerning the use of simulators within the CZE armed forces.

The briefing can be found on the ECRAF Website www.ecraf.org

8. The use of simulators from a German perspective by LtCol Eng. Robert Windischmann

The briefer informed the delegates about different aspects in the use of simulators within the GE armed forces. The driver training in the GER armed forces consists of three steps: basic, specialized and continual drivers Trg. GER has been using simulators since 1978 and has been improving their system till today. GER has recently developed a turn-over simulator that they mainly use for evacuation training and roll-over Trg in case of incidents.

Main conclusion for the use of simulators is that it can not substitute the real vehicle, but can only be considered as a helpful supplement in drivers Trg.

The briefing can be found on the ECRAF Website www.ecraf.org

9. Discussions and exchange of experience

The general view about the use of simulators is positive, especially for awareness training in preparation for missions. The fact that simulators can be used to teach the drivers about the



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Poliy Secretariat, FKL, Aurveien 2, 2058 Sessvollmoen Garnison, N-Norway.

terrain, the environment, the way of driving in the country where they will be deployed is a gained situation. On the other hand, simulators can also be used to adapt the drivers to the real driving situations in their home country after being deployed for several months.

10. Visit to Vyškov (Czech Military Driving School)

During the visit to the MDS of the Czech Republic, the delegates received a detailed brief about the working of the school by Col Engineer Jaroslav Král. The main focus of the visit to Vyškov was about the use of simulators and the training.

In CZE they have recently bought several new TATRA trucks, within their contract it was said that the firm should deliver two simulators. The simulators were shown to the delegates as also they abilities. During the training several surroundings can be simulated which gives the opportunity to train military drivers in preparation for mission.

The CZE have also a roll-over simulator, which they use to train escape drills for the drivers in case of an accident. This drill could be tested out by some of the delegates.

The school has two training area where they can train the drivers on off road driving experience. There is a basic drivers training area and advanced drivers training area. During the visit The delegates were shown the exercise drills for advanced drivers training. A demo of different types of driving (steep hill, driving into a slope, rocky terrain, etc...) was shown by making use of a TATRA Truck and a Landrover. During the demo Col Engineer Jaroslav Král explained the different types of exercises as also the meaning of the advanced training.

In the basic training area the delegates were given the opportunity to drive a PANDUR simulator as also to experience the driving abilities of different types of vehicles within the CZE AF.

11. General assembly

See Separate minutes of the GA

Brussels, October 2011

For the minutes:

Administrative Secretary Kevin De Medts

Inspected:

President Oddvar Haagensen