



## Minutes Congress 2004 in s-Hertogenbosch (NL)

Date:	16 <sup>th</sup> till 18 <sup>th</sup> September 2004
Place:	Hotel Golden Tulip Central, s-Hertogenbosch
Participants:	Germany, Great Britain, Netherlands, Norway, Austria, Sweden, Switzerland, Spain, Czech Republic, Hungary, Cyprus
Number of participants:	28 persons
Subjects:	<ol style="list-style-type: none"><li>1. Driver Training</li><li>2. Reversing</li><li>3. Website ECRAF</li><li>4. Common ECRAF appearance (poster / post card)</li><li>5. Elections</li><li>6. Place, time and subject of the next Congress</li></ol>
Management of the Congress:	Netherlands Armed Force
Languages:	German, French, English. Simultaneous translation in plenary

### 1. Driver Training

Some participant have had a report about this subject. These reports will be summarised on a CD Rom. The main points of these reports are written down here.

#### Germany

The driver training in the Army is comparable with that in Swiss Army. Complete licenses are totally accepted in civilian. The future drivers pass through the following training levels: basic training (driving in public road traffic); special training (handling of other vehicles, licenses for cranes and dangerous goods); further training (of-road driving, recovery, maintenance); operation training (driving in operation country, convoy, road traffic in operation). Annually, the Army trains about 54'000 drivers and dispose about 50 training centres (wheel) and 6 separate training centres for tanks (therewith costs could be saved, the training is supplied nearly exclusive on simulators). The basic training happens in the different training centres, following by the units. The further training happens by the troop. In these way, the Army can reduce driving instructors. Particular safety training. It consist a motion, to make it possible for all drivers. But, the financial outlay would be huge. It could take time between 6 and 8 years till the realisation.

#### Great Britain

Training in co-operation with the Ministry of transport. That signifies practically the ideal training with military specifications and acceptance of licenses also in civilian. Annually, the Army trains about 25'000 drivers. The future drivers pass through the following training levels: basic training (acquisition of driving license), special training (special training for retraining to other vehicle types, cargo regulations, convoy), further training (dangerous goods, systems concerned loading up and unloading, different operating categories), handling of different vehicle types). The on-the-job training is following. Driver training is a component of a risk management. The government strategy has the following target: reduction of road casualties about 40% and reduction of light casualties about 10%. The special accidents prevention campaign encompassed 10 subjects. A video (we saw it during the Congress) support these campaign.

### **Netherlands**

The Netherlands have only one training centre in Oirschot (near Eindhoven). The training for students of Marine, Army, Air Force and Military Police take place there. Target is, to dispose about competent military drivers on all vehicle types, recovery vehicles and mechanical units in peacetime and for the operation. Annually, the Netherlands Army trains about 7'500 students; 5'000 in category B and C. The rest concerns the scopes crawler type vehicles and motorbikes. The concept of the Army is unique in the scopes of theory and practical training. It's founded on computer-aided training, a perfect training area and public roads. If it's possible, the training take place on simulators. Due to economy measures, the Netherlands Army set his aggrandised attention to the international teamwork with other Armed Forces. The Army has installed 75 workstations for the computer-aided training. Students can work through the theory in her own time. Only one instructor is necessary for the support service. One precept is valid: without theoretical background, no practical training.

### **Austria**

The Austrian Army trains annually around 9'000 drivers. Austria has own guidelines and implementing provisions for the training, examination and special training (operation in foreign countries). Actually the Army has 135 military driving school teachers and 132 military driving instructors. The future drivers pass through the following training levels: Education in driving schools / training centres with a computer examination and practical examination in special checkpoints, briefing on units and further training by troop, operation training attuned on the special duties in operating area. Quality assurance and controlling are very important in the Austrian Army. Development and conversion of a Road Safety Programme for soldiers is to aspire. More attention to national (civilian institutes) and international teamwork. In Austria exists the driving license on trial and the more phase training. Complete licenses are totally accepted in civilian.

### **Sweden**

Due to many mortal accidents (around 30'000 civilian; first of all minibus / van), Sweden have special Road Safety Programmes since 1995. Efficient! Duration of selective service between 7,5 and 18 months. In Sweden exists the following target respectively the campaign "Vision Zero = zero road casualties". The training is divided in 4 projects compasses (driver, vehicle, journey, company). Special education about the subjects:

- Alcohol, drugs and road traffic
- Speed
- Sleep and alertness
- Interior safety devices of the car
- Rules and regulations concerning cargo security

### **Switzerland**

To optimise the education, beside the real time training, the Swiss Army needs modern teaching aids. With simulators (in 8 training centres) we train the safe braking and a defensive and ecological driving style beside the physics of driving. The education supported by computer in the area of traffic sense formation give the prospective motor driver the possibility to work and test himself. This system has the advantage, that Army can save instructors and student can work during 24 hours. Annually, the Swiss Army trains around 2'300 drivers. Before a relative of the Army can start the education, he has to pass a psycho technical aptitude test. The Army makes a difference between the A-Test (prospective drivers of trucks) and the reduced B-Test (drivers in double function and traffic soldiers). The guidelines of basic training are coming from the Command of driving education of the Army. The tactical driving and the behavioural norm regarding the intervention will be trained by the teaching staff of the different troops. Basic assumption is, that each apprentice must have a civilian driving license (at least category B). During the training, each driver has to pass a Road Safety Training in a civilian driving centre. All licenses are totally accepted in civilian.

## **Spain**

The scheme of driver training is comparable with that in Germany. The Spanish Army have 22 training centres. Annually, they train around 10'000 drivers. The training is divided in the spheres theory and practice. The statistics look not so good. We can derive out of the statistic, that around 60% are accidents out of mission. It's important to accommodate the training system if the Spanish Army want to create optimal conditions for insets in foreign countries. Tendency : outsourcing of basic training into civilian training centres. Further and special education will be trained by the Army.

## **2. Reversing**

Some participant have had a report about this subject. These reports will be summarised on a CD Rom. The main points of these reports are written down here.

### **Germany**

From totally 4'400 accidents in the Army, there are around 1'000 to lead back on accidents concerned reversing. In 2002, the Army had 405 injuries or deaths. With an intensive education and further training, special aptitude tests, supervision of the civilian behaviour concerned traffic, military speed limit, co-driver for trucks, reversing only with marshaller (special training; duration 4 weeks) and the financing of a Safety Training, the Army practice an important accidents prevention.

### **Great Britain**

About this subject, the Army don't have launched a special campaign – it's a policy. At this place, they have organised a "competition" for save reversing. Within the framework of a "playful" competition, the Army trains behaviour patterns. Clear instructions to soldiers and controls (registration of all accidents give a mirror image about the training level of drivers, disciplinary inquisitions, analysis of accidents, military and civilian police can be involved). All drivers underwrite a statement, that they know the rules. After that, the driver get the license. Duty also here, reversing only with assistance.

### **Netherlands**

An everlasting problem and also in the Netherlands at the top of the statistic. From totally 1066 accidents, there are 356 to lead back on accidents concerned reversing. The Netherlands Army try to reduce the costs with a special campaign (constitute the co-driver or to abide the consequences). The Army recommend "operational" parking. Measures already taken are: special stickers must be affixed on the dashboards of vehicles and special triangular traffic signs distributed among the units. The number of reversing related accidents decrease by about 50. It's difficult to prove, that this is the result of the campaign. Suggestions about the further actions: punishment of drivers who didn't ask for assistance, reversing damages should be deducted to the yearly budget of the involved units, periodical instruction.

### **Switzerland**

Since years at the top of the statistic (about 30%). With posters, audio-visual means, aimed education and also with repression (prison sentence and damage share), the Swiss Army fight against these accidents. In percent to total accidents, the number of accidents regarding reversing is lowering the first time in last year. Over and over, the soldiers get the clue, to ask for assistance. If that's not possible, soldiers have to make a round around the vehicle. Unfortunately, this measures are to less respected or to less pushed through.



### 3. Website ECRAF

Two of the resolutions of the last Congress in Bern were, that the pre-existing ECRAF-Website should be an information Web and the construction of a search term in ECRAF-Website. The secretariat was tied to meet the requirements. If you want to integrate the Website of your Armed Force or your accidents prevention into ECRAF-Website, the secretariat need the following information:

- ❖ URL – address of the Homepage
- ❖ (Example: <http://www.armee.ch>); otherwise your flag will not or no longer appeared on ECRAF-Website
- ❖ Absolute URL of the particular campaign
- ❖ (Example: [http://www.heer.vbs.admin.ch/internet/heer/de/home/muv/aktion\\_28.html](http://www.heer.vbs.admin.ch/internet/heer/de/home/muv/aktion_28.html))
- ❖ Short information about the campaign
- ❖ Search terms respectively bywords about the particular campaign

**Time limit: 1<sup>st</sup> December 2004**

The protocol of the Congresses should be published in internet. But the publication is only permissible if there are no sensitive data (names, addresses) inside.

### 4. Common ECRAF appearance (poster / post card)

The participants of the Congress get two suggestions for a poster with the slogan "Safety is boundless" in their own language. The secretariat will send them to rest of the contacts on the address list ECRAF. All are invoked, to relay this motion to the adequate superiors. The secretariat write it once again. All Armed Forces which will take part, will get the data ready for press by mean of CD Rom. The costs for graphic designer will be divided by these Armed Forces (nonrecurring costs). Sole the costs for printing must be take over by the particular Armed Force. If the secretariat want to continue with this work, we need the following information:

- ❖ Do your Armed Force support a common campaign?
- ❖ Choice about the variation

**Time limit: 1<sup>st</sup> December 2004**

### 5. Elections

The President ECRAF so far will not candidate for a new term of office due to morbid reasons. He thanks a lot for the work of ECRAF Members and resign his function.

For the next two years are elected:

President : new Great Britain (personified)  
Vice-president : new Switzerland (personified)  
Secretariat : Switzerland again (personified)  
Working group : Great Britain, Norway, Switzerland

## 6. Place, time and subject of the next Congress

The next Congress will be organised by our colleagues from Norway. The new President send his words of thanks about this offer. The Congress will be held from 15<sup>th</sup> till 17<sup>th</sup> September 2005 near Oslo. More information will succeed (check ECRAF-Website).

For the organisation of the over next Congress in 2006, Cyprus made the offer. Cyprus will send the official promise to President ECRAF.

The subject of the Congress is still open. Subsequent you get a list with possible subjects. It's possible to annex other subjects. For your **answer till 1<sup>st</sup> December 2004 to secretariat ECRAF**, we thank you a lot.

- ❖ Accidents reporting and investigation
- ❖ Transport of dangerous goods
- ❖ Fatigue
- ❖ Further education
- ❖ Safeguarding of cargo
- ❖ Speed and speeder

This minutes are written in German language. Later translation in Congress languages.

Berne, 30<sup>th</sup> September 2004