

## **Minutes congress 2008 in Esbjerg/Aalborg (Denmark)**

Date:	10 - 13 September 2008
Place:	Hotel Britannia (Esbjerg) / Quality Hotel Aalborg
Participating states:	Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Germany, Hungary, Ireland, Israel, Netherlands, Norway, Poland, Slovak Republic, Spain, Sweden, Switzerland, United Kingdom
Number of participants:	33 persons
Planned subjects:	<ol style="list-style-type: none"><li>1. Reports: "Training of drivers for international missions"</li><li>2. Cooperation with NATO M&amp;T Panel</li><li>3. ECRAF accident statistics</li><li>4. Accounting</li><li>5. Proposal educational endowment Escape &amp; Extraction</li><li>6. Realignment ECRAF</li><li>7. Debate on principles congress language</li><li>8. Changes terms of reference / requirements for election</li><li>9. Elections vice-president / secretary</li><li>10. Congresses 2009 - 2012</li><li>11. Various</li></ol>
Management of congress:	Lieutenant colonel Holger Voss, President ECRAF, Deutschland
Management / Organisation:	Captain Flemming Pedersen, Denmark
Congress language:	English

### **Welcome words of the president**

The president opened ECRAF congress 2008 official and welcomed all participant to this years event. He sent his words of thank to Captain Flemming Pedersen and to Danish Armed Forces for hospitality and good preparation in last weeks, even though Captain Pedersen was in Afghanistan as well he had no further project team. Afterwards the president stated delegates the planned program of the congress. Changes were reserved.

Peter Stockman (Swedish delegate) were a long-time member in ECRAF. He was a friend and good comrade for many ECRAF members. Peter was ill since middle of 2007 and he died on 2008-02-29 at home. In remembrance of Peter the president invited all participants to a common minute of silence. The secretary prepared a condolence letter and the president sent this letter in name of all ECRAF members to his widow.



Further the president explained delegates the personnel changes in scope of secretariat and vice-president since congress 2007. Formerly vice-president, Mrs Leonora Cordella, have had to resign her job anticipated because she got another job within Swiss Armed Forces. In name of all delegates the president sent his words of thanks to Mrs Cordella and wished her all the best for future.

A special thank go to Mrs Stefanie Stettler and to the Swiss Armed Forces because Stefanie revived her early work as secretary ECRAF and the Armed Forces ensured further support. Without this spontaneous support, preparation of the congress and continuation of works in this frame wasn't be possible.

The president referred again to the compact program and asked delegates to hold their reports including discussion in allocated frame of 30 minutes. Otherwise the president will, if it's necessary, interrupt reports. Further note take place that on Saturday will be held elections for secretariat and vice-president. The result of survey which all delegates got some weeks ago had arisen that there is Martin Faulkner (UK) as candidate for vice-president and Stefanie Stettler (CH) as candidate for secretary. Unfortunately Martin couldn't take part at congress due to personnel reasons. Therefore Martin's biography was issued to all delegates for studying.

## **1. Reports: Training of drivers for international missions**

Almost all participating states hold a report about the subject. Complete presentations are on CD ROM about congress which all delegates got at the end of congress. Subsequent only completions and focal points respectively additional information are noted.

### **Germany**

Report of Germany contains no information about behaviour of soldiers after a mission in foreign. Present there exist no cognitions. German Armed Forces will clarify by analysis of accidents after return from a mission if there is to detect a higher willingness for risks and accident frequency like in other nations. Transparency 13: Due to left part of this graphic, German Armed Forces trains soldiers presently. Right part of this training overview shall be implemented step by step, in the style of planned training system from NATO. No German soldier go to foreign without be proofed on his basic abilities. In future all two years a repeating course is planned. This check is a part of operation training.

### **Belgium**

Belgium pointed out that each mission is different and explained the biggest challenges of training. At this place participants got rating and characteristics which are not a problem for Belgium:

- |                 |  |
|-----------------|--|
| Doctrine        | - No problem   |
| Organisation    | - No problem   |
| Finances / time | - In four months too many training aims has to be reached. Driver training stands in direct concurrence with other training domains. |

- |                |   |
|----------------|---|
| Material       | - No problem<br>- No further training vehicles. Means are adapted to the particular mission. Vehicles for training in homeland are missing. |
| Leadership     | - No problem  |
| Attitude       | - It's difficult to change personnel attitude of drivers.   |
| Infrastructure | - No problem<br>- Work with simulators.   |

The problem is that drivers are campaigned "inexperienced" on different types of vehicles. Belgium can train his soldiers optimal and adapted to the particular seasons during missions; this if necessary also in foreign. Belgium makes a clean breast of ecological driving and wants to save at least 10% of fuel. Another effect is that necessary forward-thinking driving style increase road safety. Further delegates got documentation about transport of dangerous goods.

### **Bosnia and Herzegovina**

Delegate cleaved on that Armed Forces of Bosnia and Herzegovina are still in wrap respectively in structure phase. Development of training needs time. Armed Forces hope to get support and exchange of ideas also from side of ECRAF. Today, Bosnia and Herzegovina has no own training centre. Training take place in civilian training centres (theory and praxis). For future - cooperation with German Armed Forces stand out. First discussions are done.

### **Czech Republic**

No completions.

### **Ireland**

The Irish Defence Forces has a strength of 10'500 approx. They are committed to have 850 personnel overseas at any given time. It has been an experience that the majority of overseas fatalities have been as a result of road traffic accidents.

There are two ways in which a soldier may obtain a military drivers licence: a) **Civilian licence holders driving course** - the purpose of this course is to prepare category B and BE civilian licence holders to undergo training and testing of military vehicles less than 3'500 kg, with a seating capacity of less than eight persons. Students undergo instruction in transport administration, traffic accident procedures, vehicle familiarisation, loading and unloading techniques and off-road driver training. b) **Non civilian licence holders driving course** - students, in the course of a week, are instructed in the rules of the road, driver standing orders, transport administration and traffic accident procedure. They undertake a written test at the end of this week. If successful they then undertake a five-week course to drive vehicles with trailers, with a GVW not exceeding 3'500 kg and having a passenger accommodation for not more than eight people. This is based on a 2 to 1 student instructor ratio.

Following on from this, drivers may undergo a range of courses of varying length depending of the type and weight of vehicle. In general Ireland incorporate likely overseas driving scenarios into training so there is no separate up skilling conducted for drivers heading overseas. Irelands Transport School has however placed a greater emphasis on the cross-country element of

those courses, ensuring all drivers are familiar with engaging four wheel drive, differential locks, etc. Ireland is also rely heavily on the previous overseas experience of drivers.

Difficulties: a) The Irish Defence Forces has difficulties in re-creating the road conditions it experiences in missions such as Chad and Kosovo. Climate in Ireland tends not reach such extremes. Ireland does not have a policy of travelling to countries with similar climates to familiarise drivers with difficult conditions. b) Ireland have a shortage of specialist heavy recovery vehicles located in Ireland for training purposes, with the main vehicles deployed to both Kosovo and Chad. Ireland has overcome this problem by deploying instructors and training operators in theatre. The directorate is currently examining the purchase of additional heavy recovery vehicles for the Defence Forces. c) Irish Defence Forces does not conduct post mission driver training.

### **Denmark**

Morten Thorsager, held report from Denmark. Drivers get licence after education on civilian basis and after a successful participation on a training course in a driving school of Danish Armed Forces. After that conversion on military needs (basic training in dealing with military vehicles) will follow. Denmark trains off-road driving still at the end of education to avoid blackouts and panic before accidents. Simulation of different terms and seasons is difficult in Denmark. Due to that a part of training - so far training time and means allowed that - will be held in foreign. Danish Armed Forces requested development of own test tracks for off-road danger training. The Armed Forces hold on an individual adapted driver training without to be lashed on special places. Danish Armed Forces does not conduct post mission driver training.

Difficulties:

1. For some categories drivers still can get licence in age of 21 years (for sheltered motorcars > 3, 5 t, by vague regulations in law, in Denmark driver licence of category D is prescribed);
2. During further training for instructors, Denmark has to put focus more and more also on sensitizing of soldiers;
3. Denmark has to overwork training part "handling of vehicles".

### **Poland**

Report of Poland was concentrated on results out of work from military police of Poland as well as on statistic evaluation of accidents and offences against traffic rules.

### **Norway**

Report of Norway was adapted on mission in Afghanistan. The special training program in Norway is by modular structure really adaptable and featured to an optimal education of drivers. Focus of Norwegian Armed Forces for future will be on operation and convoy training.

### **Sweden**

Each country of mission has other requirements for drivers. It's really important that soldiers know before mission which rules they have to follow on the ground. Preparation to the local traffic situation is important for soldiers. Sweden appoints on soldier per platoon with focus on traffic safety. Main accident reasons during missions are non-compliance of necessary safety distance and reversing accidents.

After discussion all delegates were consented proposal of the president that it should be allowed to further use **pictures out of congress presentations** for business reports under list of references.

### **Israel**

For Israel it was first participation on an ECRAF congress. Delegate was proud and sent his words of thank to the committee for this possibility. Report presented the research result and regulations of Israel Air Force during use of vehicles. Use of similar basic systematic for selection, training survey and further training of drivers and pilots and the results till now are innovative and promisingly. In first line exchange of ideas and minds was important there. The delegate also presented a program (guardian angels) in which cohabitants of young drivers by schoolings will be encouraged to stand up active for a defensive driving style from their boy friends. With this program accident numbers during spare time were reduced drastic. Israel was asked by ECRAF to inform about the current researches on next ECRAF congress in 2009.

### **United Kingdom**

Presentation started with an impressive, professional produced and making shocked film "This was your life". It's possible to demand this production by Rick Shepherd. Regarding main accidents reasons (transparency 11) UK schooled ongoing and works more and more with shock pictures.

Back in homeland UK currently UK is testing a technical system ([www.greenroad.com](http://www.greenroad.com)) to survey driving stile of drivers. This technology is integrated in cars like "black box" in planes. Data out of cars will be sent to a central computer by handy signal. On central computer qualified persons make an evaluation. Each driver gets a print of this fact sheet. Due to first analysis, the biggest problem is still excessive speed. Interesting is, that if drivers know that they will be supervised that they drive automatically more defensive and thoughtful. During the current test phase the system is rented for six months. It costs 1 pound per vehicle/day. With that project UK follows the same minds like the currents study from Israel. Results should be presented to the other delegates on one of the following ECRAF congresses.

### **Switzerland**

Due to time reasons, report from Swiss Army wasn't held. You find transparencies and text on the CD ROM "reports" which all delegates got at the end of the congress.

### **Slovak Republic**

Due to time reasons, report from Slovak Republic also wasn't held. Transparencies are on the CD ROM "reports" which all delegates got at the end of the congress.

## **2. NATO M&T Panel**

On conference 2007 delegates decided, in future to cooperate with NATO panels. ECRAF got from NATO Panel Movement & Transport (M&T) the official order to create a proposal for standardisation of drivers training for operations. A new ECRAF working group under attending of United Kingdom, Germany and Switzerland was founded. After several meetings in LONDON and ZURICH, in April 2008 the working group finished the document. In May 2008 the

document was exhibited by NATO panel with indication on the missing agreement of all ECRAF delegates (you find newest version of NATO document on CD ROM "reports").

For first time the documents demonstrate the whole education and training way from acquisition of driving licence to an applicable driver. Under emphasis of national responsibility for driver training with this document NATO states disposes about a description of all training subjects, which have, adapted to the several operations, to be trained. What ECRAF has done is a summary of basics which are available in member states. The present document will be discussed by responsible NATO panels in next months and should be ratified as soon as possible. The president sent his words of thanks to all members of the working group. He hopes that he will be able to inform delegates about further procedures at latest in 2009.

ECRAF delegates got the proposal of working group for preparation to the congress 2008 some weeks ago. After presentation of the most important contents by Rick Shepherd, the present proposal which NATO panel got was agreed by all 19 ECRAF participant nations without any corrections.

Delegates were asked to contact delegates for NATO panel M&T within their own Armed Forces to explain ECRAF proposal and his weight for traffic safety for European Armed Forces if it's necessary. The present document has to be updated due to inputs and experiences of nation later but for the moment it's a good starting document.

### **3. Statistics**

Traffic accidents in our Armed Forces mirrored the state of achieved traffic safety. Evaluation of traffic accidents show us problems as well as it is basis for measures and campaigns which are to be started in future. As member of ECRAF working group statistics, Rick Shepherd, explained the course of ECRAF accidents statistics and the result of evaluation of present data material.

In 2008, ECRAF working group statistic got from nearly all participating nation accident data but a comparison of all data is still difficult because not all member states can or are allowed to deliver the same data. **Material was added up to an amount of all ECRAF nations.** Due to congress decision in the past we resign to a representation of details from individual nations - **also in future.** Only working group statistics will know details. Evaluation of all data is also difficult in 2008 probably due to the fact that not all member states have the same understanding about definition of the desired data.

Delegates decided that within the congress room all accident data of individual nations will be customized for discussion of open questions. Rick explained details and shows the big difference between the reported accident numbers. A reason for this differences could be the variably definition of an accident. To avoid this in future, delegates will get further explanations to the questionnaire.

After short discussion delegates decided doe to the recognized problems don't to publish now the present statistic. For the moment use only ECRAF-interne. It is no competition, it's only a comparison. Statistics shall support further development of nations. By comparison of numbers, we can detect that something is wrong. These not because nations made bad work but more

because maybe working group didn't ask the right questions. Numbers should be viewed in relation.

The president made clear, that ECRAF should be able to create a common accident statistic as soon as possible. Question how many members of European Armed Forces are died or injured during traffic accidents in homeland and during missions has to be answered. In current contest about resources it's important to demonstrate personnel, material and financial consequences of traffic accidents in the Armed Forces. Investigation of accidents costs or may be also use of mean values for standardised accidents should be a subject on one of the next congresses.

The president asked all delegates to provide present data or to record missing data about military and civil personnel as soon as possible. Delegates will get explanations to the questionnaire by e-mail again. Delegates are asked to revise the completeness from data of years 2005 - 2007 on this basis. They should send corrections or additions as soon as possible to the secretariat. After that the working group will overwork statistic material.

#### **Subjects regarding statistics which should be discussed on next congress in 2009 in Finland:**

Drafting of a traffic accident statistic of European Armed Forces:

- with all injured and died members of Armed Forces (soldiers and civil employees);
- with all traffic accidents (hereto clear definition of a traffic accident);
- Statistic separated in national domain and in operation areas.

The president hopes for statistic in next year more and in first line on time contributions of delegates. Work of working group statistics will be continued in next years. Working group was asked to inform member states as early as possible about needed accident data.

#### **4. Accounting**

Accounting ECRAF for 2007 was checked by delegate from Netherlands, Edwin van de Ven. He homologated the result by signed auditors report. A proper accounting was made by previous vice-president as well as after transfer of responsibility by the secretary. Delegates got knowledge of that. Accounting 2007 is rubber-stamped by delegates. Auditors report will be integrated on CD ROM "Pictures and more".

#### **5. Educational endowment „Escape & Extraction“**

In domain of training Armed Forces go different ways. How to implement education is and will always be a national responsibility. Even though - it's useful to learn from each other.

Delegates got educational endowment "Escape & Extraction" of Swiss Army on CD ROM "reports". For future we could develop further educational endowments about different subject for the attention of all ECRAF members. We **don't want** to invent **new things** and we **don't want create** papers for NATO. ECRAF nations dispose about own good documentations for training. Required is only translation of available documents into English and provision of these

documents for our Armed Forces. We could integrate a short description about available educational endowments on new homepage of ECRAF. Documents could be ordered by the secretariat. We should refrain from direct download in internet to avoid misuse. To create such papers for NATO is not deliberated.

Due to time reasons on congress 2008 participants couldn't talk about this subject. There were not decided if delegates and Armed Forces are poised to provide such educational endowments to the other members of ECRAF. **That subject is, in frame of realignment of ECRAF and at latest on congress 2009 in Finland, to be discussed.**

## **6. Realignment of ECRAF (working group)**

After some successful congress work ECRAF has to be realignment to achieve also in future the in terms of references noted aim of the committee. Beside the important subject "training of drivers" we have to discuss also the other domains of traffic safety more intensive. ECRAF means for all members more efforts and costs. Also in future we have to be able to justify this work with usable results.

Question of realignment of ECRAF and positioning opposite to NATO and other political and military organisation as well as future tasks and aims need a debate on principles. We also have to include decision regarding NATO document "standardisation of drivers training for operations" as well as to force cooperation with NATO panel M&T. Each nation has a representative in this panel. Delegates shall work as connective link to ECRAF. Delegates from Belgium reminds for being careful to map all ECRAF work on NATO. NATO should main attraction regarding realignment of ECRAF.

Delegates decided to build a new working group "strategic realignment of ECRAF" for developing a strategy about future of ECRAF. Following nations are members of this working group: Norway (Oddvar Haagensen as Chairman), Germany, United Kingdom, Switzerland and Austria. If possible, kick-off meeting should be held in this year. Regarding this working group Oddvar Haagensen presented a first "strategy paper" (see CD ROM "pictures and more"). Results of working group will be presented to the delegates on congress 2009 in Finland. Delegates will vote about also then.

In frame of realignment we also have to revise the course of following congresses. Due to a higher number of participating nations it's seems not to be useful, that all participating nations will held a report about the same subject. Often contents will be repeated. Alternative we could discuss about special subjects within working groups, we could invite experts out of science or politic for holding a report or reports would be demanded individual by ECRAF nations. Proposals of delegates about different subjects should be discussed in form of working groups during the congresses.

## **7. Debate on principles congress language**

Due to the existing terms of reference ECRAF used as official congress languages English, French and German. With agreement of delegates in last years we resigned in last years first on



use of French language and later also of German language. With this reduction we don't want ostracize not English speaking nations and delegates but it's a possibility to hold administrative and financial efforts as small as possible. A discussion by delegates about language use in future was following.

Majority of participating nation decided that **in future we will resign to use of congress languages French and German. Correspondence and presentations have to be written in English language.** With that it's should be forbidden for a hosting nation for relief of discussion on congresses, to appoint own simultaneous translators with particular technology.

## **8. Terms of references / requirements for election**

The existing terms of reference and requirements for election of ECRAF were not any more up to date. We have had to revise them.

For preparation to the congress 2008 delegations got a proposal with corrections. This proposal will only be an interim solution. In frame of realignment of ECRAF, terms and requirements should be revised in form of a working group during the congress 2009. Delegates from Belgium sent the board the terms of the organisation "FINABEL". This document could be an example for how to create new terms of reference.

Result out of voting of delegates: the existing proposals for changing of terms of references and requirements for election are accepted under attention of on congress discussed fits and under emphasis that these documents are only an interim solution. President, vice-president and secretariat will sign the adapted documents after the congress. All delegates will get a signed sample later.

## **9. Elections**

In frame of the congress 2008 a new election for the tasks of vice-president and secretariat were needed. Due to a survey in run-up to the congress to all delegates we have had the following candidates:

- For vice-president: Martin Faulkner, UK
- For secretariat: Stefanie Stettler, CH

Martin Faulkner couldn't take part at the congress 2008 due personnel reasons. That's why participants got his curriculum to the beginning of the congress as basis for decision-making. During the congress Switzerland suggested Oddvar Haagensen as further candidate for the job as vice-president. Oddvar overtook the candidature. The president noted that Oddvar fulfilled criterions which are noted in terms of reference. After the present candidates lived the room, delegates made the following elections:

Vice-president                      Oddvar Haagensen, Norway (election for two years)  
As vice-president Oddvar also lead and coordinate working groups. For working group "realignment of ECRAF" Norway is able to build an own

part-secretariat and will also overtake costs in this context. President and secretary will get ongoing information about works.

Secretary                      Stefanie Stettler, Switzerland (election for two years)

The president sent his words of thanks to Oddvar and Stefanie in name of all delegates for their readiness to overtake these jobs as well as the Swiss and Norwegian Armed Forces for support. He asked vice-president to overtake the necessary coordination tasks regarding working group "realignment of ECRAF". The new vice-president made a plea to use the chance of this change and to send new ideas and suggestions regarding realignment to working group. Oddvar will make a separate letter for the attention of delegates regarding that.

## **10. Congresses 2009-2012**

### **2009 - Helsinki (Finland)**

The president sent his words of thank to next host nation and ensured support of the secretariat during preparations. Kick-off meeting with Finish Delegation for 2009 was held in run-up to the congress 2008 here in Denmark. First preparations and organizing steps are still done (Shuttle from airport to hotel). Representatives of Finland made a short presentation of the planned program of the congress 2009. They are happy to welcome ECRAF delegates in September 2009 in FINNLAND.

The following subject was suggested for the congress 2009:

Changing behaviour of drivers by

- Engineering solutions
- Education solutions
- Enforcement solutions

Dispatch of invitation for the congress 2009 and definition of subject will follow at latest till February 2009. Further information will follow.

### **2010**

For organisation of the congress in 2010 Austria made a definite offer. Detail questions about are cleared during the congress 2008. The president was sending his words of thank for this offer to delegates from Austria and asked them for an official confirmation of the Austrian Armed Forces.

### **2011 / 2012**

For these two years we don't have concrete offers. France and Israel will validate a possible organisation. Further information will follow.

## 11. Various

### Website ECRAF

The president informed delegates, that board will work on a new Internet appearance for ECRAF after this year congress and that we will overwork the present contributions on. Currently we can't guarantee completeness and actuality also due to the fact of missing web-designer. Following points are noted:

1. Many ECRAF members don't dispose about contributions regarding road safety Internet and they can't offer links for ECRAF homepage. We can't access on existing sites on Armed Forces interne intranet sites and due to that they are not usable for us;
2. Front page will be changed. Possibly we integrate a foreword of the president as well as pictures of accidents and graphics;
3. We will reorganise navigation and drop or blind out links.
4. Contributions will be sorted by subjects (For example remarks about available educational endowments, etc.). Before realisation we will wait for results of working group "realignment of ECRAF"
5. For president, vice-president and secretariat we will open impersonally e-mail addresses which will be forward to the office addresses in background. (Information: in interim e-mail addresses [president@ecraf.eu](mailto:president@ecraf.eu), [vizepresident@ecraf.eu](mailto:vizepresident@ecraf.eu) are [secretary@ecraf.eu](mailto:secretary@ecraf.eu) opened and they are usable at call).
6. If size of new homepage will show us that it's necessary to create a key word catalogue - then we will do it.
7. In context with debate on principles regarding congress language homepage will only be created in English.
8. The secretariat will in cooperation with the president prepare a proposal for an Internet appearance of ECRAF. Members will have possibility for a statement.
9. It's the aim to create a good structured, useful and informative homepage during next year and at latest till the next congress.

### PC Crash

Host nation presented an accident reconstruction program "PC Crash" developed by Danish Armed Forces. This program allows simulation of the circumstances of an accident and their analysis with different parameters. Due to the necessary background knowledge only experts can work with this program. Further information you get ether by host nation or in Internet under the following link: [www.dsd.at](http://www.dsd.at).

### Survey

No further remarks.

Minutes were written in German language and translated into English.

Berne, October 2008

For the minutes:



Stefanie Stettler

Inspected:

European Committee for Road Safety  
in the Armed Forces  
- The president -



Lieutenant colonel Holger Voss