

European Commission for Road Safety in Armed Forces



STRATEGY PLAN 2009 - 2012
ACTION PLAN 2009 - 2010

**APPROVED BY CONGRESS / GENERAL ASSEMBLY
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1. INTRODUCTION

The ECRAF Congress 2008, held in Denmark 10.-13. September, decided to appoint a working group to look at "The Future ECRAF".

The working group had chosen to see its mandate in a wide perspective and has therefore been looking at both the organisational and political future of ECRAF. A stronger ECRAF with increased political ties will, in all likelihood demand a reinforced administration. ECRAF, at present does not possess the resources to increase the administrative function.

The response by member countries to the questionnaires has indicated to the working group that the armed forces in the member countries look upon the existing organisation as good platform to build on to obtain a stronger and more powerful ECRAF in the years to come.

Members consider that the existing organisation has developed to be a good informal and independent institution for communication and exchange of road safety information and experience in the European Armed Forces. The variety of knowledge can lead to common standards for statistics, equipment, educational programs, webworking etc. are looked upon as one of the strong sides.

However, the member countries also are quite clear that the weakest sides of the existing ECRAF, is that the organisation is lack of strategies, actions and money for the future work. Another weak sides are; no clear positioning in international communities, ineffective kind of membership, no official membership by the ECRAF nations - only an informal participation of delegates, too little happening between the congresses / annual meeting, too little achieved at the congresses, weak statutes and no NATO or EU recognition.

The working group has taking due cognisance of members comments, worked out a strategy plan for the period 2009 – 2012 and a corresponding action plan for the period 2009 – 2010. The plan document was sent the member countries June 2009 and was approved by the Congress / General Assembly in Finland 8 – 10th September 2009

Oslo, 8th October 2009



Oddvar Haagensen
Norway
President

2. ROAD TRAFFIC ACCIDENTS OUR BIGGEST THREAT!

2.1 THE DISASTER IN A CIVILIAN PERSPECTIVE

Every year more than one million people worldwide lose their lives in road traffic accidents. More than 20 million people are seriously injured. This means that more people are killed in road traffic accidents than in all the ongoing wars.

The World Health Organisation (WHO) has estimated that road traffic accidents will become the third largest cause of death in 2020. Road traffic accidents were in 1990 the ninth largest cause of death.

The European Union sees more than 40 000 fatalities and 1,7 million injuries from road traffic accidents every year.

As a consequence of the worldwide road accident development, we can state that the absence of road safety on the roads is a bigger death and injury threat than military operations. With reference to the WHO estimate, we also can assume that the road safety challenge will increase in the coming years.

2.2 THE DISASTER IN A MILITARY PERSPECTIVE

Statistics gathered by the working group from 13 ECRAF member countries shows that 659 persons are killed and 9 266 persons injured in road traffic accidents in the national armed forces – on and off duty – in the period 2004-2008 – with military or military leased vehicles. In the same period 90 civilian persons are killed by military vehicles or military leased vehicles in road traffic accidents.

The repairing costs for the military and military leased vehicles involved in the above referred road traffic accidents, are by 7 countries estimated to 85.500 000 EURO.

The 13 answering countries regarding killed and injured people in road traffic accidents in the armed forces in the period 2004-2008, represent about 44 % of the actual population in the year 2002. By using the population as a reference, we can estimate for the same period that more than 1 500 persons have been killed and more than 21 000 person have been injured in Europe in the same type of accidents. In the same period it is estimated that ca 230 civilian persons are killed by military or military leased vehicles.

By also using the population as a reference for the repairing cost for the same period for Europe, we end up with an estimate of ca. 260 500 000 Euro.

The figures and estimates in a military perspective, show that prevention of road traffic accidents also is a huge challenge for armed forces in Europe.

2.3 THE CHALLENGE

The unique nature of military operations and transports – on and off road - and the fact that the Armed Forces in particular pose road safety issues to military employees and civilian populations, make this to be a big challenge. The Armed Forces as a large user of specialist vehicles and mobile weapon platforms must take an active part in efforts to prevent road traffic accidents. This will be achieved by thorough and relevant training.

Operations are more likely to be conducted in urban areas or amongst the people with large wheeled (armoured) vehicles in nations across the world. The military authorities have a duty of care to minimise loss to its own employees but also the civilian population of the nation in which operations are being conducted.

3. VISIONS

3.1 Vision Zero the basic concept

ECRAF has, like many public and civilian road safety institutions, adopted the concept of Vision Zero which declares that nobody shall be killed or seriously injured in the road traffic. The vision will be achieved not only by providing physical and urban planning and infrastructure, but also – and this is our main part - by vehicle equipment that encourages the kind of road traffic behaviour/education that is required to achieve increased road safety. This also includes individual responsibility for behaviour and action in the road traffic.

3.2 ECRAF the foremost across Europe

ECRAF aspires to be the foremost independent institution recognised across Europe for the best practice within the military environment to prevent road traffic incidents / accidents and injuries whether on operations or off duty.

4. VALUES

The intrinsic values

The intrinsic values will always be the basic for the planning and implementation and are the following:

- Ethics, fair play and honesty
- Excellence in performance
- Character and education
- Teamwork
- Dedication and commitment
- Respect for rules and laws
- Respect for self and other human beings
- Courage
- Community and solidarity.

5. ASSUMPTIONS

5.1 Health, environment and safety

Prevention of road traffic accidents in the Armed Forces included as a part of the ongoing activities to promote health, environment and safety. It is important to educate the military personnel in their own safety and security and in that way obtain successful activities and operations without accidents or injuries.

5.2 Integrated road safety

Road safety activities shall be performed as an integrated part of the ordinary work in the Armed Forces.

5.3 Young soldiers and employees most vulnerable target groups

The most vulnerable target groups for the road safety work in the Armed Forces are the young soldiers and the employees 18 – 25 years old and which is the age group that is most at risk for road traffic accidents. Many of the preventive activities are for this reason directed against this target group. This work also includes all other civilian or military employees – also their leaders and families.

5.4 Based on facts

ECRAF want in the largest possible way to build its decisions and activities on undoubted facts. Common statistics based on national statistics from the ECRAF countries will be one of the valuable resources. In addition ECRAF will use relevant research or other actual studies to ensure the best possible quality of the work.

5.5 Professional competence

ECRAF has to-day, through its member countries, a lot of different kinds of knowledge and experience which can lead to common standards for statistics, equipment, educational programs, webworking etc. Participation in ECRAF is an easy way to get and hold contact to road safety specialists of a majority of European Armed Forces.

5.6 Prevention before repair

The ECRAF members will be active in preventing road traffic accidents rather than concentrating on reacting to accidents / incidents. This role will lead to saving money and other resources for the Armed Forces, and at the same time be good for the general economy of the civil society.

6. MISSION

European Commission for Road Safety in the Armed Forces (ECRAF) is an institution of professional military members working to promote Road Safety within the Armed Forces.

The ECRAF mission is to collect and exchange knowledge and experience, analyse military road traffic statistics and develop recommendations to improve road safety in the Armed Forces.

ECRAF is open to all European Armed Forces and also to civilian Road Safety partner organizations of the Armed Forces. ECRAF delegates should hold executive powers on behalf of their respective nations/organizations.

7. STRATEGIES

The strategies are the result of a survey based on the questionnaire sent to all ECRAF countries and with reference to the earlier described values and premises.

7.1 Road safety competence centre

ECRAF shall develop to be a road safety competence centre for all the European Armed Forces. The competence will include collection and exchange of experience in education, information, analyses, statistics and develop recommendations to improve road safety in Armed Forces.

7.2 Coherent communication strategy

ECRAF will develop an active and coherent communication strategy within nations. This will be performed by different information channels and where a modern and frequently updated website will play an important and key role.

7.3 Harmonize activities across armed forces

ECRAF will harmonize road safety activities across armed forces. This will in the first phase be to develop a common statistics standard and implement the new standard in the ECRAF member countries and development of different educational programs.

7.4 Build alliances and network

ECRAF will develop and build alliances/coalitions and a strong network with important continental and intercontinental stakeholders in the field of road safety.

ECRAF will in this respect continue the contacts with EU and NATO to obtain a formalized cooperation.

In order to get a stronger collaboration at the national level on road safety issues, the WG has been in contact with PRI which established the first working group on this issue. Both parts are positive to a future formalized collaboration in order to get a stronger collaboration with the national military and civilian road safety work.

8. ACTION PLAN

8.1 Road safety competence centre

- Establish administration of an independent organization:

+ *Clarify responsibilities and business of the secretariat (TOR must be written)*

- + *Develop new model for professional secretariat*
- + *Discuss principles for location of secretariat*
- Develop ideas for financing administration / competence centre:
 - + *Establish differentiated member fees*
 - + *Recruit new members*
 - + *Other national contributions*
 - + *Economic support from EU, NATO etc.*
- Database activities:
 - + *Statistics ECRAF*
 - + *Relevant accessible national statistics:*
 - + *Best practice*
 - + *Links to other relevant databases*
- Sharepoint / information for different purposes:
 - + *Establish network for defined purposes*
 - + *Sharepoint for requested/wanted information*

8.2. Coherent communication strategy

- Congress
 - + *Main subjects discussed in advance*
 - + *Documentations to all participants within two weeks after the congress*
 - + *Agreements on following up*
- Road safety forum
 - + *Road safety forum is the professional part of the congress and have at least one day of the congress program*
- Website
 - + *The website should still be improved and later on also marketed external*
- Electronic newsletter
 - + *Electronic newsletter should be sent out once a month*
 - + *One member could be presented in each issue*
 - + *Each issue could have a guest writer.*
- Exchange of information
 - + *Procedures should be made for exchange of information between the members, f. ex. use of electronic post*

8.3 Harmonize activities across armed forces

- Best practice

- + *Common procedures - sending drivers on mission abroad*
- + *Education of drivers special exercises and operations*
- + *General driver training including load safety (NATO)*
- + *Information on general traffic conditions in operating areas*
- + *Basic general contents in campaigns to be used continentally and adjusted for national conditions*
- Harmonize collecting of statistics
 - + *Agree upon what types of statistics to be published inside and outside ECRAF*
- Minimum standard rules for investigation of accidents
 - + UK / German experience
- Develop unique forms for different types of reporting
 - + Develop unique / common forms for different types of reporting

8.4 Build alliances and network

- Establish formalised collaboration with NATO
 - + Follow up established contact
- Establish formalised collaboration with the European Union (EU)
 - + Follow up established contact
- Establish formalised collaboration with La Prevention Routiere Internationale (PRI)
 - + Follow up meeting March 2009 in Bremen
- Establish contact with Federation Internationale Motorcyclisme (FIM)
 - + Follow up established contact. (In 2010

9. EVALUATION

Periodical evaluation will be an important issue when the reorganised ECRAF starts to work. In the first two years there should be an annual evaluation and then it will be sufficient with an evaluation every second year. This issue should be a natural part of the annual report to the General Assembly from the Executive Committee.

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