

European Committee for Road Safety in Armed Forces



THE FUTURE ECRAF

REPORT WORKING GROUP

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Oslo January 2009



Bremen March 2009



Rome May 2009

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1. SUMMARY

The ECRAF congress 2008 in Denmark decided to appoint a working group (WG) to look at the "Future ECRAF".

The WG has had three meetings and documents have been prepared in advance before each meeting. The meetings were held in Norway (Oslo), Germany (Bremen) and Italy (NATO Defense College Rome).

The WG wanted to implement its work in close collaboration and understanding with the member countries. In order to get a highest possible involvement, the wg has sent out two questionnaires which obtained good response from most of the member countries.

The main conclusions from the wg is the following:

- 1) ECRAF needs to be a more formal and active organization. A stronger ECRAF with increased political ties will, in all likelihood demand a reinforced administration. ECRAF at present does not possess to increase the resources to increase the administrative function.
- 2) ECRAF has since it was re-established in 2002 used the expression committee which was correct at this stage. However, the development of the organisation over recent years and future plans, make its necessary to change from the term committee to commission. This will make no change of the existing letters used in the actual ECRAF abbreviation.
- 3) The existing statutes of ECRAF which are likely to be described more as a Terms of Reference, need to be revised. The WG has therefore worked out a proposal for new statutes. In order to give the members more influence on the development of the organisation, it is proposed to change from Presidency to an Executive Committee with four members.
- 4) In order to give the future ECRAF a better structure and greater influence in the working areas, the WG presents a complete and detailed draft for a Strategy Plan 2009 – 2012 and an Action Plan 2009 – 2010.

The WG report and draft plans are to be considered as the most important documents at the coming congress / general assembly in Finland. The WG therefore recommend the Presidency to make a proper accomplishment of the agenda of the congress /general assembly, so that the WG's report and draft plans will be discussed and decided upon in a proper and most correct way.

The WG is grateful for the given task which has brought many interesting and challenging issues on the table. We do hope that the members are satisfied with our work. If ECRAF find it necessary, the WG also are willing to assist in the coming and following up process.

Oslo, 29th June 2009

Oddvar Haagensen
Norway
Chairman

Martin Faulkner
United Kingdom
Member

Robert Windischmann
Germany
Member

Georges Fuhrer
Switzerland
Member

Leif Agnar Ellevset
Norway
Secretary

2. INTRODUCTION

2.1 Short historic summary

The European Committee for Road Safety in the Armed Forces (ECRAF) was established in 2002 to enable the exchange of experiences, ideas and initiatives between the Armed Forces and to initialize coordinated standardized campaigns within the framework of Road Safety.

ECRAF is in fact a continuation of PRI Military Group that was started in 1985. The majority of the members were national voluntary road safety organisations, but most of the organisations were accompanied by representatives of the national armed forces. PRI Military Group had problems with the progress of the work, and it was in 2001 concluded that this work in stead should be continued on a military basic, but still with possibilities for the voluntary organizations to participate.

ECRAF has since it was established, developed to be an important meeting place for exchange of information and experience for the road safety and transport safety work within the armed forces in Europe.

2.2 Existing topics / issues for ECRAF

In the Terms of Reference approved 2006 in Sweden the following topics / issues are listed for ECRAF:

- a) Exchange of experiences out of activities within the framework of Road Safety.
- b) Developments of standards to provide comparable statistics in European Armed Forces from military and civilian personnel, both on-duty and off-duty.
- c) Evaluate and share knowledge to improve Road Safety in the European Armed Forces in cooperation with other organisations and institutions.
- d) Plan, organize and lead common international campaigns for Road Safety.
- e) Run an ECRAF own homepage.

2.3 Membership according to the statutes

According to the statutes, membership of ECRAF is open to all European Armed Forces. Also national civilian Road Safety partner organisations can participate after approval by the national Armed Forces. ECRAF delegates should hold executive powers on behalf of their respective nations/organisations.

3. WORKING GROUP “THE FUTURE ECRAF”

3.1 Appointment of working group

The European Committee for Road Safety in the Armed Forces (ECRAF) has been running in its existing form since the year 2002.

The ECRAF Congress 2008, held in Denmark 10. – 13. September, decided to appoint a working group to deal with The Future ECRAF

The working group consists of members from Norway (chairmanship), Switzerland, Germany, United Kingdom and Austria. Norway has for practical and economical reasons taken the responsibility for the secretary function of the group. The group consists of the following persons:

Oddvar Haagensen, Norway, chairman
Martin Faulkner, United Kingdom, member
Georges Fuhrer, Switzerland, member
Leif Agnar Ellevset, Norway, secretary

Austria had due to national reasons to withdraw their participation in the WG.

The purpose for the working group is to create a platform that later can be transferred to a periodical ECRAF Strategy and Action Plan.

3.2 Meetings of working group

The first meeting of the working group was held at Sessvollmoen Garrison, Norway, 12. - 14th January 2009. The second meeting was held at Bundeswehr Logistics School, Garlstedt, Germany 9. - 11th March 2009. The third and last meeting was held at NATO Defence College in Rome, Italy 18. – 20th May 2009.

3.3 Work process

In order to ensure necessary involvement from the members countries, the work process started with distribution of a questionnaire to the ECRAF countries, and was answered by the following countries: Austria, Belgium, Bosnia and Herzegovina, Finland, Czech Republic, Denmark, France, Great Britain, Israel, Norway, Slovak republic and Switzerland.

At first meeting the working group analyzed and drew conclusions of the received answers from the questionnaires and started to work with the strategic part of the plan.

The chairman of the working group had before the first meeting of the working group, sent a summary report of all the received answers to all the ECRAF participating countries and expressed his sincere thanks to all the contributors.

At the second meeting the working group decided to send out a second questionnaire in order to try to give the road safety issue of the armed forces also a society cost dimension. It was asked for the number killed and injured in the national armed forces - on and off duty – with military or leased vehicles. It was also asked for an estimate for the repairing costs in EURO for the same type of vehicles.

3.4 What kind of FUTURE ECRAF do we want?

The answers of the first questionnaire showed clearly that the members countries wanted a more professional, clearly defined, formal and involving organisation in the future. These conclusions have been a leading note for the working group.

3.5 The wider perspective

Road safety in this respect is an important task not only for the national armed forces but also the national and international societies the armed forces are operating. The working group took the opportunity to consider the wider perspective before focussing on the smaller and more narrow ECRAF platform.

3.6 The intrinsic values – always the basic

The working group has also set up some intrinsic values that always will be the basic for the planning and implementation of our work. The intrinsic values are included and described in the separate and enclosed plan document.

4. QUESTIONS GIVEN TO THE COUNTRIES / FUTURE ECRAF

The following questions were given in the first questionnaire to the countries:

4.1 Kind of plan document preferred

- a) Strategic Plan*
- b) Action Plan*
- c) Combined strategic and action plan*

4.2 Strong and weak sides

- a) Strong sides*
- b) Weak sides*

4.3 Preferred three main strategies

4.4 Preferred three main activities

4.5 Presidency versus executive committee

4.6 Use of working groups, committees etc.

4.7 Other remarks.

The following questions were given in the second questionnaire to the countries:

4.8 How many persons are killed in traffic accidents in your national armed forces – on and off duty – the last five years – with military and military leased vehicles?

4.9 How many persons are injured in traffic accidents in your national armed forces – on and off duty – the last five years – with military and military leased vehicles?

4.10 Do you have any estimate for the repairing costs in Euro for the military and military leased vehicles?

4.11 How many civilian persons are killed by military or military leased vehicles in road accidents?

5. SUMMARY MEMBER QUESTIONNAIRE

The received answers of the first questionnaire show a relative high level of unity among the ECRAF countries. The conclusions of the different posed questions can in short be summarized in the following way:

5.1 Kind of plan document preferred

12 countries want a combined strategic and action plan. Two countries want a pure strategic plan. None countries want a pure action plan.'

5.2 Strong sides

A good informal and independent institution for communication and exchange of road safety information and experience in the European Armed Forces. Lot of different kind of knowledge which can lead to common standards for statistics, equipment, educational programs, webworking etc. All countries are pursuing a common purpose. An easy way to get and hold contact to road safety specialists of a majority of European Armed Forces.

5.3 Weak sides

Lack of strategies, actions and money for the future work. No clear positioning in international communities. Ineffective kind of membership. No official membership by the ECRAF nations, only an informal participation of delegates. To little happening between the congresses / annual meeting. To little achieved at the congresses. Weak statutes. No NATO or EU recognition.

5.4 Preferred three main strategies

Concrete targets / goals must be set with reference to a decided and defined vision. Recognized by NATO and work in contact with NATO and EU to develop recommendations, standards for educational programs etc. and in that way get international acceptance. Changing membership from individual delegates to official national armed forces. For the long time planning realization of a European Agency for Road safety in Armed Forces with full time staff. Prevent to become a copy of a civilian non governmental organizations. Good.

5.5 Preferred three main activities

Define through a strategic and action plan, the ECRAF constitution and objectives. Prepare and develop common training programs for f.ex. international operations. Develop unique forms of reports to be used in ECRAF in domain of accident investigations, statistics, training and regulations (f. ex. load protection and transport of dangerous). Standardize RTA statistics. Work towards a common EU (and NATO)

logbook of experience. Producing a website as knowledge database for road safety in the Armed Forces filled by the ECRAF nations. Networking with other governmental organizations. Cooperation with civilian institutions. Monthly or quarterly information.

5.6 Presidency / Executive Committee etc.

8 countries want to continue with presidency, 5 want to establish executive committee and one has not answered.

5.7 Use of working groups, committees etc.

11 countries yes, one no and two not answered.

More supplementary information about the first members answers questionnaire "The Future of ECRAF 2008", can be found in annex number 3. The questions posed in the second round and the answers, are rendered in points 5.8 – 5.11.

5.8 Persons killed in traffic accidents in the national armed forces – on and off duty – the last five years – with military and military leased vehicles?

13 countries answered. The last five years altogether 659 persons have been killed. The answering countries constitute 44 % of the European population. By using the population as referendum, we can estimate for the same period that about 1 500 persons have been killed in Europe in the same type of accidents.

5.9 Persons injured in traffic accidents in the national armed forces – on and off duty – the last five years – with military and military leased vehicles?

13 countries answered. The last five years altogether 9 266 persons have been injured. As mentioned above, the answering countries constitute 44 % of the European population. By using the population as referendum, we can estimate for the same period that more than 21 000 persons have been injured in Europe in the same type of accidents.

5.10 Estimate for repairing costs

7 countries answered and the total estimate for the last five years for the answering countries were 85 500 000 Euro. By using the population as a referendum, we end up with an estimate of about 260 500 000 Euro.

5.11 Civilian persons killed by military or military leased vehicles in road accidents the last five years

11 countries answered and altogether 83 civilian persons are registered killed by military or military leased vehicles in road accidents in the period. By using the population as a referendum, we can estimate that about 230 civilian persons are killed in total in the same period by military or military leased vehicles in Europe.

6. STRATEGY PLAN / ACTION PLAN

The WG will underline the importance of always having a long term strategy plan and an action plan for a shorter period. A complete plan is proposed in a separate and enclosed document.

The enclosed document has the following chapters:

1. Introduction
2. Road traffic accidents our biggest threat!
3. Visions
4. Values
5. Premises
6. Mission
7. Strategy Plan
8. Action Plan
9. Follow up
10. Evaluation

The draft plan document is enclosed as annex 1.

7. IMPORTANT CONSEQUENCES OF THE PRESENTED PROPOSALS

7.1 Change of name

ECRAF has since it was re-established in 2002 used the expression committee to describe its organisation.. However, with the development of the organisation over the years and in particular this year, it is felt that the term 'Commission' better represents the active and permanent nature of the organisation that has the authority to pursue the charter of improving Road Safety within Armed Forces across Europe and on operations. The continued use of the term 'Committee' risks implying that ECRAF is only concerned with one thing and spends much of its time talking without actually doing anything¹. This will make no change of the existing letters in the actual ECRAF abbreviation.

7.2 Executive Committee instead of Presidency

In recognising the majority of ECRAF members view it is intended to change the management structure of the organisation to encourage more active involvement of member nations. It is proposed that the role of President is incorporated into an Executive Committee that comprises President, Vice President and three elected Delegates as a ruling body. This structure is designed to encourage more active participation by all nations since the Executive Committee members will each be responsible for a developing work stream within the overall Strategic Plan.

7.3 New statutes

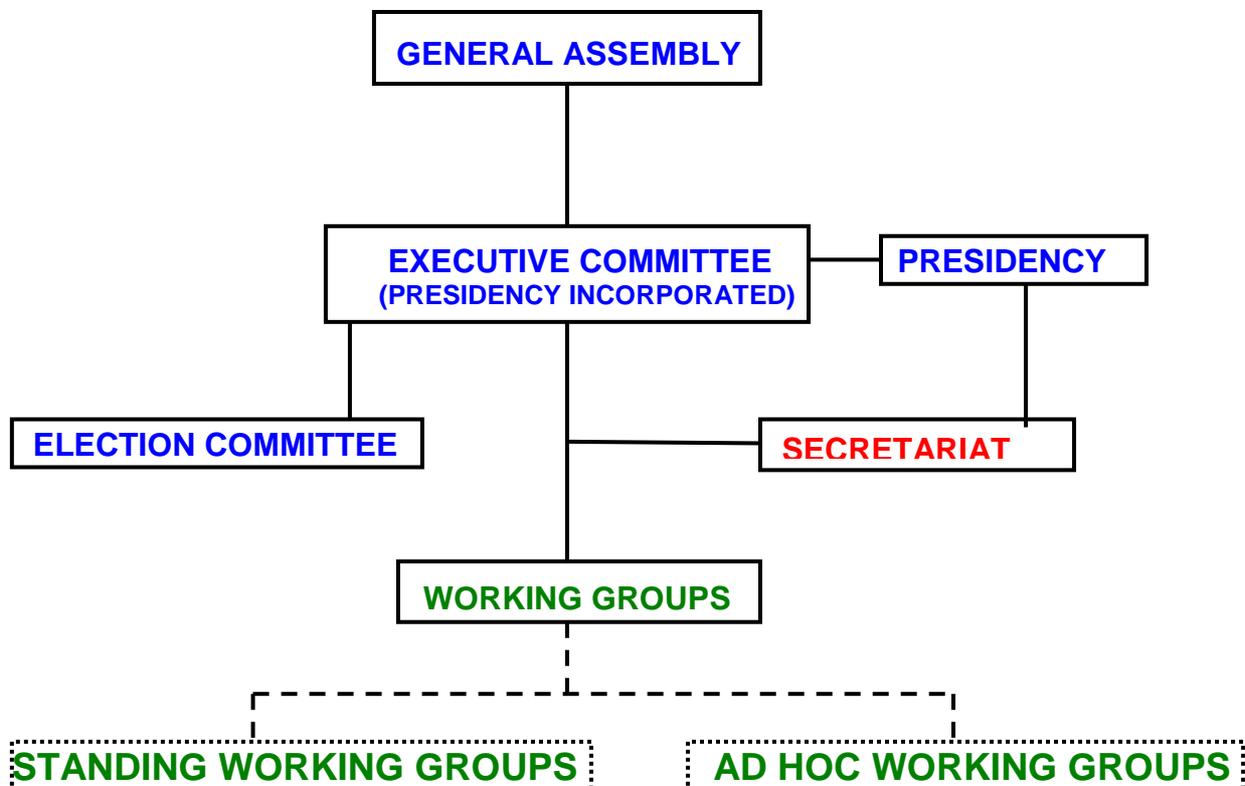
¹ 'Commission' – A group charged with certain duties. 'Committee' – a group of people appointed to perform a specific function Collins English Dictionary; second edition 2000

The WG has reviewed and discussed the existing statutes which are likely to be a description of Terms of Reference. The group has therefore worked out a proposal for new statutes. The proposal is presented in annex number 2.

The WG has assumed that all decisions by the General Assembly are taken by a simple majority except changes of statutes and shut down that demand at least a majority of 75 % of the present approved delegates.

8. NEW ORGANISATION CHART

The new organisation charter is characterized by extension of the Presidency to a Executive Committee which consists of the President, Vice-President (The Presidency) and three other representatives from the members.



Due to the new statutes proposed by the working group, the Executive Committee leads and coordinates the Standing Working Groups (SWG), decides, based on the will of the delegates at the General Assembly, the matters to be worked on by Ad Hoc Working Groups (AWG) and prepares each group reports for the next General Assembly.

The Executive Committee and the Administrative Secretary, are together with the host country, responsible for the planning and implementation of the annual meetings.

An Administrative Secretary is appointed by the Executive Committee to take care of the practical administrative functions.

The WG has discussed but not presented any proposal about the number of Standing Working Groups or Ad Hoc Working Groups. It seems more natural that this is

concluded at the General Assembly or the Executive Committee shortly after the congress in Finland..

On the organisation chart, the political bodies are marked with blue, the working groups preparing functions with green and the administrative function with red colour..

9. PROPOSED PROCESS FOR THE CONGRESS ETC.

The WG will propose the following process for the discussion and decisions at the annual meeting in Finland:

Day 1: Chairman of working group inform the participants about the report, plan documents and the consequences of the proposals

Day 3: The General Assembly should discuss and decide to accept the following:

The report including:

- The change of name
- The formation of the Executive Committee that consists of the President, Vice President and three additional elected Delegates
- The appointment of the Secretary
- Adoption of the New Statutes
- Strategy Plan 2009 - 2012
- Action plan 2009 – 2010
- Follow up (para.9)

10. FOLLOW UP SHORTLY AFTER GENERAL ASSEMBLY

The WG will underline the importance of a quick follow up after the General Assembly. Shortly after or during the General Assembly, it is necessary to set some milestones for implementation and responsibility for the different actions that are going to take place. The WG is willing to be responsible for this implementation and follow up in close collaboration and understanding with the Executive Committee / Presidency.
