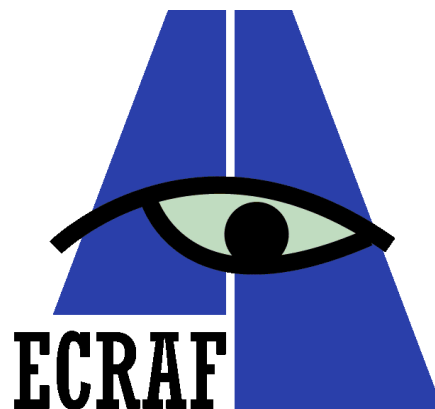


EUROPEAN COMMISSION FOR ROAD SAFETY IN THE ARMED FORCES



DIRECTIVE
ECRAF
STATISTICS

Approved by the Executive Committee 25th February 2013

Sarajevo, Bosnia-Herzegovina 1st March 2013

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Acting President
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DIRECTIVE FOR ECRAF ROAD SAFETY STATISTICS

Article 1. BACKGROUND

The General Assembly of ECRAF in Zaragoza, Spain, 14th September in 2012 decided to start the work by itself to establish a common data for road traffic accidents.

Article 2. PURPOSE

The purpose of the ECRAF directive is to describe the procedure and the method how ECRAF Road Accident Statistics are handled and published.

Article 3. RESPONSIBILITY AND POC WITHIN ECRAF

The President is responsible for how the statistics are handled and published. A member of the Executive Committee will be appointed as the ECRAF Point of Contact, and the contact information will be published on the ECRAF web site.

Article 4. METHOD

A letter of request for statistical information will be forwarded to nations within 1st of December each year. ECRAF members are asked to send the statistical data from the previous year to ECRAF PoC no later than 1st of April every year.

In order to compare military and civilian road traffic accidents, corresponding civilian statistics must be enclosed.

In order to secure harmonized statistical information, nations are asked to use the attached format, see annex A.

ECRAF will ask for the following statistical data:

- Number of traffic accidents
- Number of persons killed in road accidents
- Number of persons seriously injured in road accidents
- Number of persons slightly injured in road accidents
- Number of personnel/staff in active duty in road accidents
- Estimated total costs
- Number of persons employed and conscripts
- Accident causes
- Other remarks

Definitions are listed in Annex B to this directive and are also to be found at our web site.

Article 5. ANALYSES

The data will be analyzed in relation to respective contributing country's number of personnel in active duty in the Armed Forces and in relation to the country's civilian road safety statistics.

ECRAF will use the same method to analyze the statistics of every contributing country in an aggregated levels.

Article 6. PRESENTATION

The statistics will be presented on an aggregated level and for every contributing country alone. Comparisons will be made with the civil statistics of the ECRAF corresponding countries.

Article 7. PUBLISHING

The analyzed statistics will be presented at the ECRAF congress every year and at the ECRAF webpage.

Article 8. OWNERSHIP

ECRAF is the owner of the military statistics produced on an aggregates level and decides how and when it should be used.

Annex A to Directive for ECRAF Road Safety Statistics**FORM TO BE FILLED IN YEARLY WITHIN 1ST OF APRIL**

1. Country:

2. National contact person:

Name:

Address:

Epost:

Phone number:

3. Year:

4. Number of traffic accidents:

Remarks:

5. Number of killed in road accidents:

Remarks:

6. Number of seriously injured in road accidents:

Remarks:

7. Number of slightly injured in road accidents:

Remarks:

8. Number of personnel/staff in active duty in road accidents:

Remarks:

9. Estimated total costs:

Remarks:

10. Number of employed and conscripts

Remarks:

11. Accidents causes:

Remarks:

12. Accident spots:

Remarks:

13. Other remarks:

Annex B to Directive for ECRAF Road Safety Statistics

INFORMATION AND INSTRUCTION HOW TO FILL IN THE FORM

1. Introduction

UN/ECE (United Nations/Economic Commission Europe) has made definitions regarding accidents related to road traffic and classifications regarding personnel injuries (fatal, seriously or slightly injured).

These definitions are used by most of the European countries today, with some small differences or exceptions, and it would be more efficient if the ECRAF nations used the same definitions within the Armed Forces.

The General Assembly in 2012 approved the definitions that will be used by ECRAF as an organisation, and that the member nations will use are the followings.

2. Traffic accident

The definition of a **traffic accident** that will be used by ECRAF and that the member nations will use is: "Accident occurred on a road which involved at least one moving vehicle leading to material damage or personal injury."¹

3. Fatal injured person

The definition of a **fatal injured** person is: "Any person killed outright or who died within 30 days as a result of a traffic accident."

4. Seriously injured person

The definition of **seriously injured** person is: "Injured person who has fractures, concussion, internal lesions, crushing, severe cuts, laceration, severe general shock or any other injury that will expect requiring hospitalisation."

5. Slightly injured person

Definition of **slightly injured** person is: "All injured person who is not seriously injured."

6. Total costs

If ECRAF wants to get the real costs for one accident it has to lean on civilian definitions. Every country has its own definitions and which costs that are included. The costs for material destruction, hospital care, invalidity and absence from work due to injury.

¹ On or off duty

The Workgroup Statistics suggests that the costs for reparation of vehicles and infrastructure shall be included. If possible shall costs include the costs for personal injuries.

7. Employed and conscripts

As discussed above, there is a need of relative figures so it would be possible to compare the accident development in the long run and with the civilian society. The most accurate data to use for these calculations is total number of employees for each year including number of conscripts.² Then it will be possible to analyse the development in accident statistics without having misleading figures from year to year. In this way it will be possible to use the population in the actual country as a reference to get the civilian relative figures. Then compare the military statistics with the civilian statistics.

Why not use total driven distance for all vehicles in the armed forces instead? All nations doesn't record the exact total driven distance. In some nations it would be very ruff estimation. This wouldn't be any better than a guess which leads to subjective estimations with to low precision for use in international statistics in the ECRAF. If ECRAF wants to be a European competence centre in Road Safety the organisation needs to be professional in any area that it will work in.

8. Accident cause

The investigation and the following analysis of the accident will give the answers why the accident happened. ECRAF would like to get a summary from every contributing country contending the five to ten most frequent accident causes. ECRAF can with this data make comparisons and analysis of best practise and from this discuss countermeasures/give advices to reduce number of accidents with in the ECRAF nations and to point out which areas to concentrate the resources.

9. Accident spot

If the conditions in the accident spot and type of road can be given to ECRAF, it would be a very good foundation to build a data base in what conditions the most frequent accidents occur. Compare with the section above "Accident cause" to get discussion how ECRAF will use the information.

² Number of active persons in the Armed Forces that are official presented by the nation