

E-LEARNING TRAININGS IN EUROPE

**Biztonsági Tanácsadók Nemzetközi Szakmai
Egyesülete – DG Conference**
28.11.2013.



Zsolt Nagy
Chairman

BTE - www.bte.hu

Main points

03.11.2013. (10-6) – F/GB/PL/NL (BA)



CZ



DK



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CH

- 1) Standpoint of the **Association** related to E-learning method in DG trainings
- 2) What is the **pr**actise in your country?
- 3) Is there any **leg**al requirement regarding DG trainings?
- 4) Standpoint of supervisory **aut**horities

Czech Republic – ABPZ

1) E-learning is accepted

Ass



- Available and flexible
- No choice to check entry-ID
- Instant feedback is missing



- Personal interaction is missing between the trainee and the instructor

2) Czech Railway (Ceské dráhy, a.s.) introduced e-learning in 2011 in all fields (by general awareness trainings and for local requirements they apply traditional methods)

Pr.

3) Local legal requirements do not prohibit online trainings

Leg.

Denmark – FASID



1) No similar training-form applied,

Ass

direct (personal) trainings are preferred

Pr.

2) One of the market leader training institutions is working on developing a distance learning program.

Project hasn't been started yet.

By sea freights it already works:

[EXIS Technologies \(UK\)](#)

www.imdgc-learning.com



3) Authorities are open for distance learning solutions

Au.

Ireland – DGSAAI



- ❑ 1) They support e-learning, making efforts to build up a deliberate system:

Basic expectation is to ensure that the real participant uses the system (identification)

Ass.

- ❑ 2) DGSA training system similar to ours

regulatory supervision / inspectors,
participation on training is not obligatory

Practise by ADR / IMDG- similar to UK, they know and use:

EXIS Technologies (UK) – Elearning

Pr. - Leg.

- ❑ 3) Official controls are not strict on the field of ADR1.3

Priority is on drivers' training and roadside controls

Maritime authority strictly controls the readiness of consignor, loader, etc.

Au.

Germany – GGVD



- ❑ 1) Supports computer-based trainings as a complementary tool/
priority on face to face connection!
- ❑ 2) Mainly bigger companies apply the system
Extensive practise
- ❑ 3) No detailed regulation related to 1.3 training.

Ass.

Pr.

Leg.

Bundesministerium für Verkehr

- ADR1.3 – 27.02.2008.
- IMDG Codex – 07.07.2010.



Aut.

Spain – ACONSENA



- 1) Majority doesn't support computer-based trainings
90% of the members applies face to face trainings.

Ass.

Pr.

- 2) Bigger Spanish companies apply the e-system but experiences are mainly negative.
- 3) No detailed regulation related to ADR1.3 training.
Only the fact of the training must be verified.

Leg.

Control of trainings: who, what, where, when, for whom?

Au.

Switzerland – VSGGB



1) Majority doesn't support computer-based trainings

Suggest face to face trainings.

Ass.

2 years ago testing of different software was organized,
experiences were rather negative.

Pr.

2) FOCA approved e-learning by helicopter personnel

3) Local authorities are open for any kind of trainings, including e-learning by DGs as well.

Au.

Summary – BTE

1) Standpoint of the **A**ssociation related to E-learning method in DG trainings



3.



3.

2) What is the **p**ractise in your country?



4.



2.

3) Is there any **l**egal requirement regarding DG trainings?



3.



3.

4) Standpoint of supervisory **a**uthorities



6.



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Thanks for your attention!



Biztonsági Tanácsadók
Nemzetközi Szakmai Egyesülete
BTE



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