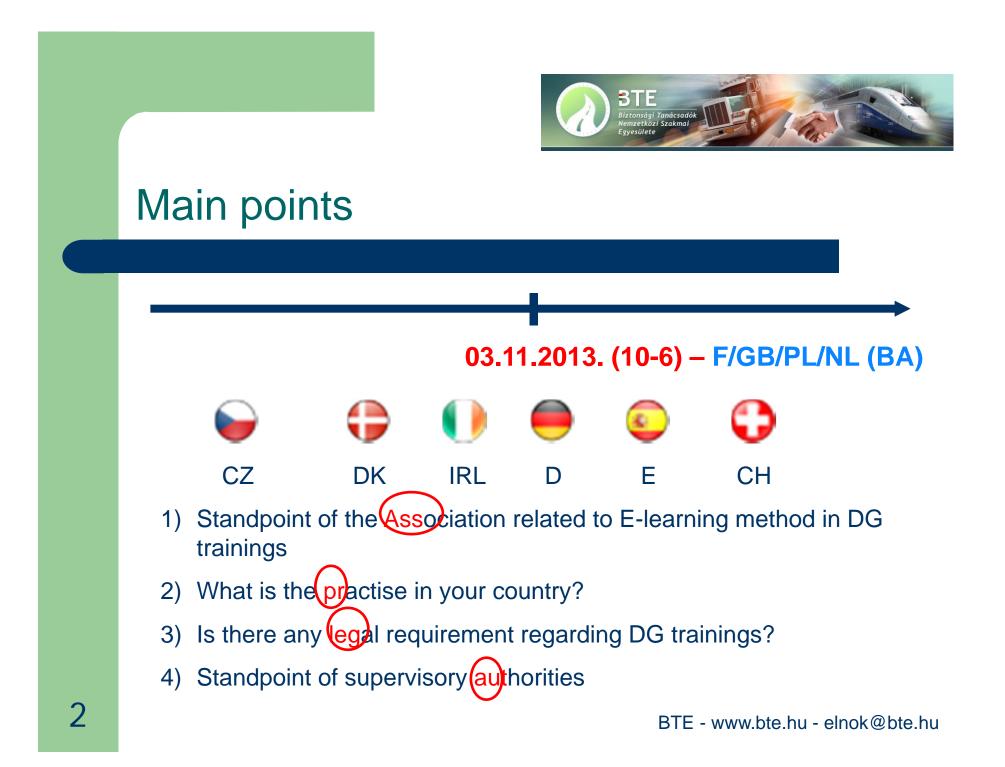
E-LEARNING TRAININGS IN EUROPE

Biztonsági Tanácsadók Nemzetközi Szakmai Egyesülete – DG Conference 28.11.2013.



Zsolt Nagy Chairman

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Czech Republic – ABPZ 🤛

1) E-learning is accepted



- Ass
- o Available and flexible
- No choice to check entry-ID
- o 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)

3) Local legal requirements do not prohibit online trainings



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Denmark – FASID 🤤

1) No similar training-form applied,



direct (personal) trainings are preferred

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.imdge-learning.com



3) Authorities are open for distance learning solutions



- . .



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)
- □ 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
- □ 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. BTE - www.bte.hu - elnok@bte.hu

Pr. - Leg.





Germany – GGVD

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

Bundesministerium für Verkehr

- ADR1.3 27.02.2008.
- IMDG Codex 07.07.2010





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Spain – ACONSENA

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

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

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Au,



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VERBAND SCHWEIZERISCHER GEFAHRGUTBEAUFTRAGTER (VSGGB) ASSOCIATION SUISSE DES CONSEILLERS À LA SÉCURITÉ (ASCS) ASSOCIAZIONE SVIZZERA DEGLI ADDETTI ALLA SICUREZZA (ASAS)

Switzerland – VSGGB 🛟

1) Majority doesn't support computer-based trainings

Suggest face to face trainings.

2 years ago testing of different software was organized,

experiences were rather negative.

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.



Summary – BTE

- Standpoint of the Association related to E-learning method in DG trainings
- 2) What is the practise in your country?
- 3) Is there any legal requirement regarding DG trainings?
- 4) Standpoint of supervisory authorities



3.

3.





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Thanks for your attention!



Biztonsági Tanácsadók Nemzetközi Szakmai Egyesülete BTE



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